Valencia County Mobility Plan

P-05-05

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May 12, 2006

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VALENCIA COUNTY MOBILITY PLAN

INTRODUCTION

The Valencia County Mobility Plan addresses the needs of bicycle, pedestrian, equestrian, public transportation, and motorized vehicle users throughout Valencia County. The Plan was completed in 2006 and covers a 20-year time frame, 2005 to 2025. The Plan identifies a prioritized list of projects that can be used as a starting point for discussions between local, state, and federal officials about Valencia County's transportation needs and the most effective and appropriate ways to provide funding to meet those needs.

The Mobility Plan is the result of intensive work by local officials and planners, and staff from the Mid-Region Council of Governments (MRCOG). MRCOG is the regional planning agency for the four-county area. The Mobility Plan identifies projects to address transportation needs between 2005 and 2025. It addresses bicycle and pedestrian needs, equestrian uses, public transportation, aviation and rail, and roadways.

During the summer of 2005, a set of potential transportation proposals was presented to the public. The input received during that process was used during the development of a draft Plan, which was released for public review in the Fall of 2005. The comments provided during the public review period were instrumental in the development of further refinements to the Plan. The Plan was reviewed and adopted by each local government at a regularly-scheduled public meeting.

The majority of the projects included in the Valencia County Mobility Plan are not fully developed at this time. In keeping with State and Federal requirements, further study and public involvement will be necessary prior to actual construction of the various proposals included here. This project-level study and discussion will address issues such as specific alignments, impacts on residents and wildlife, mitigation measures, and actual project design and construction. This additional work on each project will require citizens, planners, and elected officials to continue to work together to assure that the transportation system in Valencia County achieves the goals set forth in this Plan.

As projects are completed, or additional information becomes available, modifications to the contents of this Plan will be needed. To facilitate this, a workshop of elected officials be held each year to review the projects included in this document, and modify the project lists and prioritization as appropriate. In addition, it is recommended that the forecasts used as a basis for developing the Plan be updated at least every five years, and the Plan be reviewed and revised to reflect those modifications. Each of these activities should be subject to a public review and comment period and formal approval of the outcome by each of the local governments.

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SETTING THE STAGE

BACKGROUND

Development of the Valencia County Mobility Plan was built on previous work that was completed by the Valencia County Transportation Subcommittee, an informal group of citizens and local government staff and officials. In addition, comprehensive planning work and other planning efforts in the County provided critical information which was used during Plan development. Funding for completing the Plan was provided by the New Mexico Department of Transportation.

PLANNING AREA, PROCESS AND PARTNERS

The Valencia County Mobility Plan covers the area of Valencia County and a portion of the Pueblo of Isleta (see Figure 1).

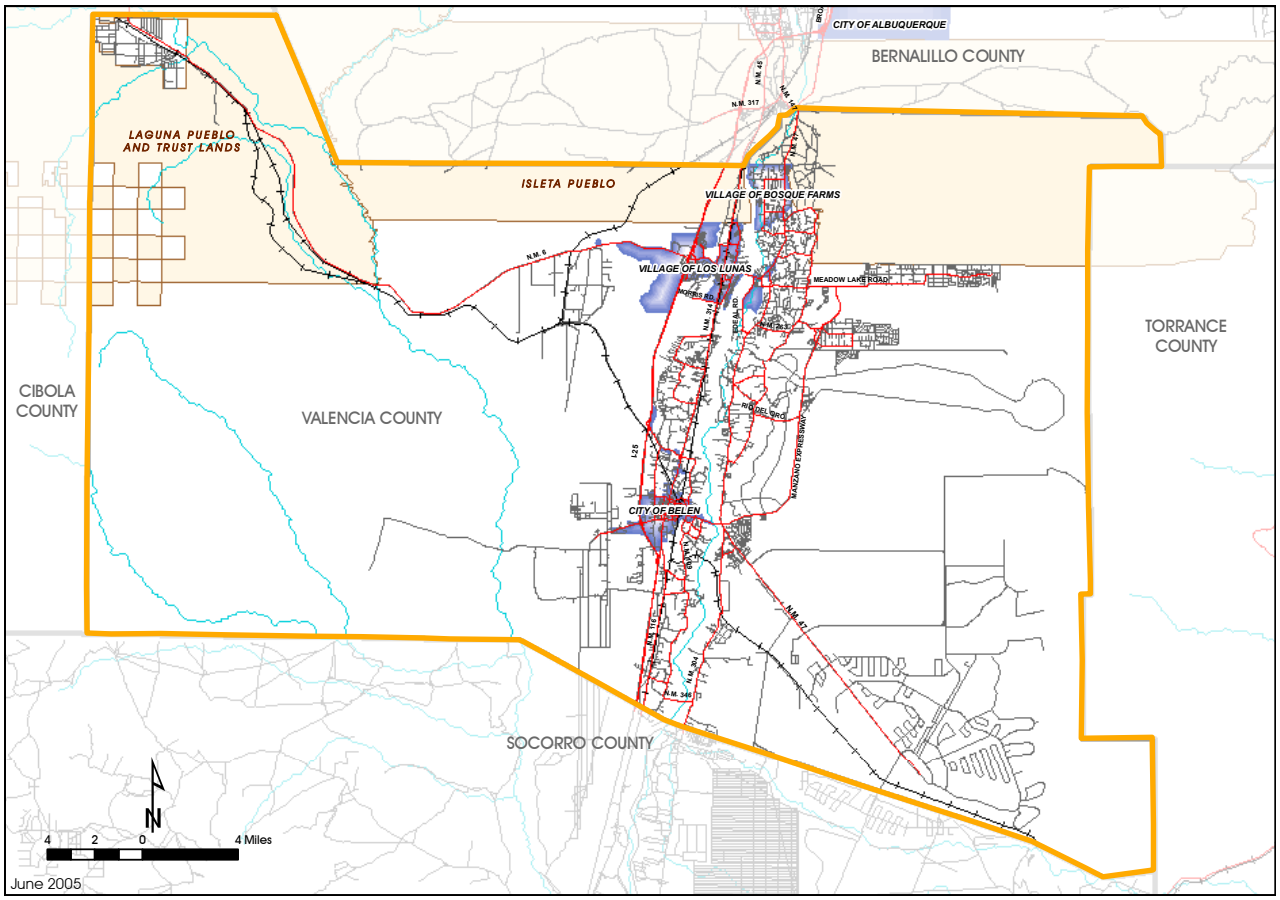

Figure 1. Valencia County Map

The Valencia County Transportation Steering Committee acted as the steering committee for the Mobility Plan. The Steering Committee is made up of elected and appointed officials from the various jurisdictions in the County. A list is provided in Appendix A.

A Technical Advisory Group (TAG) provided input to the Steering Committee. The TAG representatives were technical staff from each of the governmental jurisdictions in the County. A list of the TAG members is provided in Appendix A.

The process used for the Plan development is shown in Figure 2.

In addition to the long range transportation planning effort which occurred as part of the Mobility Plan development, other planning efforts were underway in the County at approximately the same time. These activities are described below. Every effort was made to incorporate the results of this work into the Mobility Plan, both to reduce duplication and to enhance the planning effort.

Valencia County Comprehensive Plan

The Comprehensive Plan work began in 2004, prior to initiation of the Mobility Plan effort. The Comprehensive Plan addressed Valencia County needs in terms of land use, water, transportation, and other areas of concern. This planning effort focused on the unincorporated areas of the County but took into account the comprehensive planning work already completed for the municipalities. This work has now been completed and copies are available from the Mid-Region Council of Governments. The transportation portion of the goals and objectives for the Comprehensive Plan was an important input to the development of the goals and objectives for the Mobility Plan.

United We Ride

The goal of the United We Ride project is to establish a coordinated system for providing public transportation services to people who are transportation-disadvantaged. At the direction of the State legislature, the New Mexico Departments of Transportation and Human Services are co-chairs of an effort to implement coordinated publicly funded transportation services within every New Mexico County. A pilot program is being developed in MRCOG's four county region, which includes Valencia County. MRCOG is the project manager for this work. This effort is expected to be completed in 2006. The results of this work will enhance implementation of the public transportation portion of the Mobility Plan.

Public Transportation Planning

In 2003 the state legislature approved and the governor signed the Regional Transit District Act. This legislation allows two or more governmental entities to enter into a contract to form a regional transit district. Once formed, this district can take on the responsibility of providing a regional transit system. The Mid-Region Transit District was formed in Spring 2005. The members of the District are the counties of Sandoval, Bernalillo, and Valencia; the cities of Rio Rancho, Albuquerque, and Belen; the town of Bernalillo; and the villages of Los Ranchos de Albuquerque, Los Lunas, and Bosque Farms.

The Mid-Region Transit District's initial organizational phase was completed in late 2005. Planning for service and financing is expected to begin in early 2006. The result will be a set of recommendations for operating and financing that will be reviewed by the general public

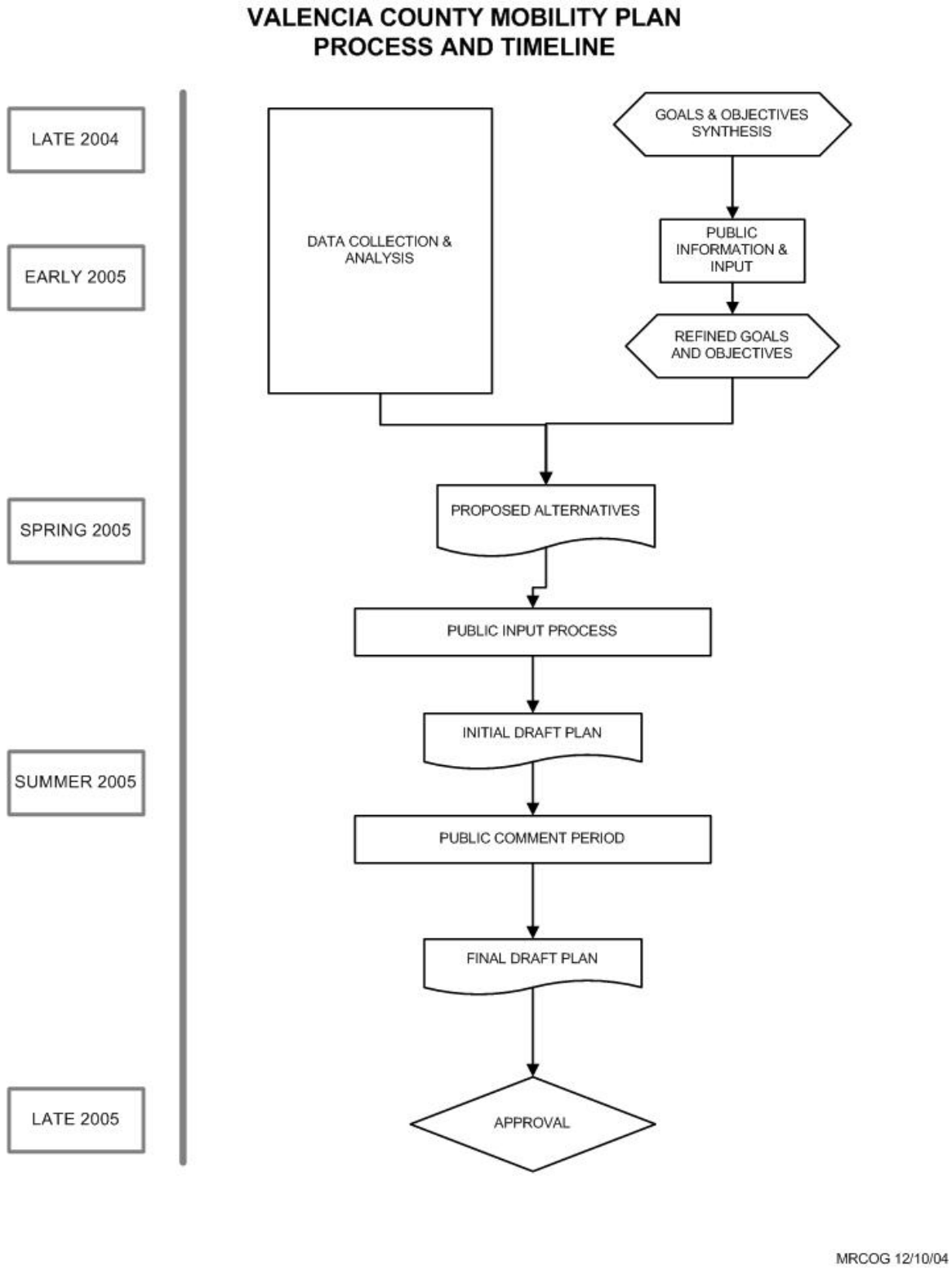

Figure 2. Valencia County Mobility Plan Timeline

and local governments. Because the operating and maintenance expenses, as well as a significant portion of the capital costs, for the system, will be paid for by county residents, it is critical that a financially viable system be developed. The final step of this process will be the Transit District Board's approval of a service and financial plan for the district. The transit element of the Mobility Plan will serve as a starting point for developing the Valencia County portion of the service and financial plan for the Mid-Region Transit District.

Bicycle Planning

Through the Regional Planning Organization process, MRCOG staff has been working with bicycle enthusiasts throughout the Valencia, Sandoval, and Torrance County areas to identify roadway facilities that bicyclists currently use for longer-length trips or roads that could be used for this purpose with minor changes. Metropolitan Planning Organization staff has also been working with Bernalillo County and Southern Sandoval County bicycle advocates and local government staff to develop a detailed map of current and proposed bicycle facilities in those areas. In addition, the Rio Abajo Bicycling Alliance provided their on-the-road knowledge of current conditions in Valencia County to identify current on and off-road routes. They also worked with MRCOG staff to identify potential future facilities. These planning efforts formed the basis for developing the bicycle element of the Mobility Plan.

Bosque Trail Planning

During the 2005 NM legislative session, Governor Bill Richardson announced the availability of $3 million for development of a Bosque Trail between Belen and the Town of Bernalillo, modeled on the trail already in place in Albuquerque and Bernalillo County. MRCOG was designated as the lead agency for this effort and hired a Trails Planner to lead this effort. While the Bosque Trail effort is still in its initial stages, the Mobility Plan does assume a trail along the Bosque and includes it as part of the proposed trail network in the Plan. MRCOG staff coordinated closely to assure that the Mobility Plan included all current information about the Bosque Trail project.

Commuter Rail Planning

MRCOG is acting as the fiscal agent for the New Mexico Department of Transportation's Commuter Rail project. This project will bring commuter rail service to the Burlington Northern/Santa Fe track between the City of Belen and the Town of Bernalillo. Service is expected to begin in 2006. The results of the planning work for this project have been incorporated into the Mobility Plan. The Public Transportation section of the Plan reflects the assumption that this service will be implemented and will continue throughout the 20 year period.

MISSION STATEMENT, GOALS, AND OBJECTIVES

The purpose of the mission statement, goals, and objectives is to provide a framework and guidance for development of the Mobility Plan. The goals and objectives from each local government's comprehensive plan served as a starting point for developing a draft set of mission statement, goals, and objectives. These were submitted to the public for review and comment and then approved by the Mobility Plan's Steering Committee in March 2005. The adopted mission

statement, goals and related objectives are provided below. Priorities among the goals have not been identified and the order of the listing below does not reflect any priority.

Mission Statement

Identify and prioritize a regional, comprehensive and coordinated multimodal transportation system that will meet the needs of the County's citizens and business community. Provide a cooperative and sustainable approach to transportation planning in Valencia County.

A. Goal: Provide for alternative modes of transportation in and through the County
Objectives:

- Develop a County-wide system of pedestrian, bicycle, and equestrian facilities that provides connections to major activity centers as well as larger regional systems
- Enhance aviation services in the County to provide greater options for multimodal transportation and economic development
- Provide local and regional public transportation service, including rail, to improve County circulation and regional access for all citizens
- Establish multimodal, intermodal transportation centers that can provide facilities for park-and-ride, bus stop, passenger shelter, vanpooling, and taxi pickups for County and regional transit users
- Encourage rideshare services by providing park and ride lots, etc.

B. Goal: Protect and enhance the scenic resources and unique characteristics of the County's transportation system
Objectives:

- Enhance scenic and historic travel routes crossing the county (Camino Real, Old Route 66 and Abo Pass)
- Develop roadway and other travel enhancement projects for transportation facilities in the County

C. Goal: Address the environmental impacts of building transportation facilities
Objectives:

- Minimize impacts of stormwater runoff from roadways and other transportation facilities
- Increase the use of alternative fuels in the County and provide incentives for reducing emissions of vehicular pollutants
- Reduction of the potential for noxious weeds to proliferate along roads and highways
- Reduced automobile pollution as the result of reducing vehicle miles traveled and improved mobility in congested areas
- Minimize visual obstructions such as billboards along transportation rights-of-way, particularly on scenic and historic byways
- Minimize the impacts of transportation projects to wildlife and habitat connectivity

D. Goal: Address the link between transportation and economic development
Objectives:

- Provide/enhance roadway infrastructure in key locations that can serve a variety of new and established businesses
- Provide pedestrian and other alternative mode facilities in locations where doing so will enhance access to established business areas
- Address the need for and impacts of freight movement

E. Goal: Ensure the safety of the local transportation system for motorized and non-motorized users
Objectives:

- Establish a prioritized list of safety projects based on current and forecast conditions
- Use technology to identify road and weather conditions and provide alerts to travelers
- Address the need for an area-wide and multiple-agency system for coordinated emergency response to crashes involving hazardous materials spills
- Investigate and implement traffic management and control measures designed to minimize neighborhood disruption caused by traffic flow
- Ensure the safety, accessibility and maintenance of school bus routes
- Address the impact of school-related traffic on the surrounding transportation infrastructure

F. Goal: Consider the relationship between land use decisions and the provision and impact of transportation
Objectives:

- Identify and provide transportation services to designated high density residential zones, industrial parks and industrial-zoned lands
- Ensure that transportation facilities for new development are adequate
- Encourage land use patterns that decrease trip length of automobile travel and enable trip consolidation
- Ensure that road improvements are consistent with the pertinent jurisdiction's land use goals.
- Use innovative roadway design and traffic calming techniques to minimize neighborhood disruption caused by traffic flow

G. Goal: Provide for safe and efficient circulation of roadway traffic in and through the County
Objectives:

- Identify roadways needed to address current and future development
- Identify substandard facilities in the County and develop and implement a roadway upgrade/maintenance plan
- Develop and implement traffic management and control measures to address congestion
- Design roads and rights-of-way to accommodate anticipated future growth or full build-out conditions

- Identify a "feeder street" network of local roads to reduce traffic pressures on major facilities

CURRENT CONDITIONS

Historical and Current Land Use and Data

Valencia County is one of the original seven counties that comprised the New Mexico Territory in 1852. The county stretched from Texas to California and has been subsequently subdivided four times in the last 144 years. Valencia County is part of the Rio Abajo, an area of the Middle Rio Grande Valley of New Mexico that stretches from the Espanola Valley in the North to Sabinal in the South.

The County consists of 1,458 square miles in central New Mexico, bordering on Socorro County to the south, Cibola County to the west, Bernalillo County to the north and Torrance County to the east. The county seat is located in the Village of Los Lunas, 20 miles south of the state's largest city, Albuquerque.

The communities in the county are shown in Figure 3.

Bosque Farms

The Village of Bosque Farms is located on the east bank of the Rio Grande, approximately 18 miles south of Albuquerque. The Village borders Isleta Pueblo on the north, east, and west sides. Directly south of the Village is the Peralta/Valencia Community. The current boundary of Bosque Farms generally follows the delineation of Tract No. 1 of the Gutierrez and Sedillo Land Grant, which was authorized by the King of Spain sometime in the 17th or 18th century.

During the depression of the 1930's, much of the grant lands were repossessed and administered through the Federal government. The Bosque Farms tract was eventually divided into 44 parcels of land ranging from 40 to 80 acres in size. With the completion of the drainage ditches and irrigation system by the Middle Rio Grande Conservancy District in the 1930's, Bosque Farms developed into a dairy and farming community. In the early 1960's much of the land was subdivided into small tracts of one acre or less. The appeal was to be able to live in a rural area, but still have easy access to Albuquerque. Bosque Farms incorporated in 1974, and the population doubled in the 1970s (from 1,600 in 1970 to 3,353 in 1980). However, population has grown very slowly since 1980. In 2000, Bosque Farms' population was 3,931.

Los Lunas

The Village of Los Lunas is the county seat, as well as the fastest growing municipality in Valencia County. The population jumped from 6,013 in 1990 to 10,034 in 2000. The majority of the Village lies on the west bank of the Rio Grande; however, annexations have added land on the east side of the river. The Village was incorporated in 1928.

Traditionally, Los Lunas was a farming community, but recent growth has made the Village the primary business center in Valencia County. The Village has a public transit system, and will have a commuter rail stop in 2006.

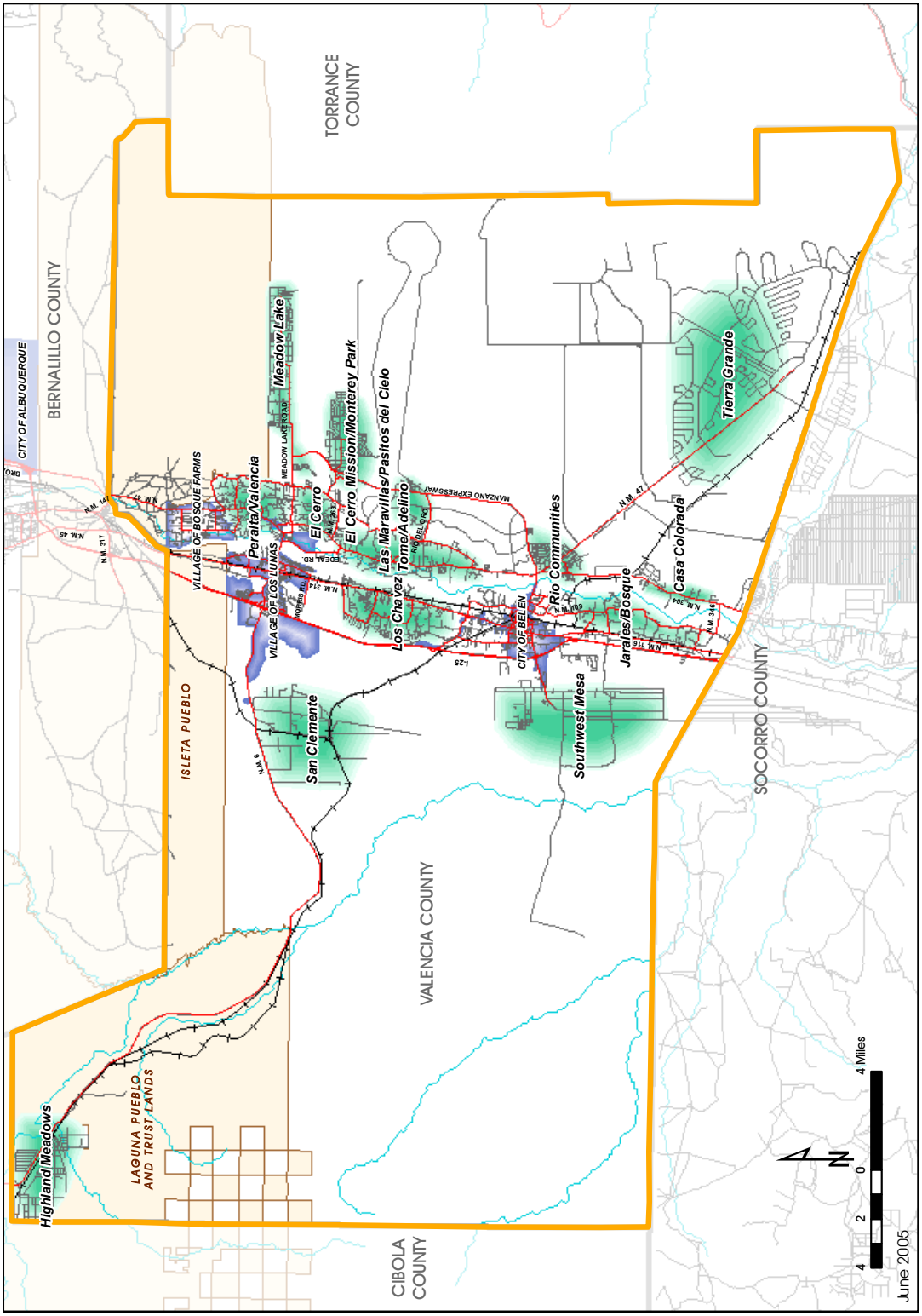

Figure 3. Communities in Valencia County

Belen

The City of Belen is called the "Hub City" for its central location in New Mexico and the central role it plays in moving rail freight across the state and nation. Belen is located in south central Valencia County, bordering the west bank of the Rio Grande. Belen is approximately 34 miles south of Albuquerque, and 10 miles south of Los Lunas.

Belen became the primary community and trading center in Valencia County after the King of Spain issued the Nuestra Señora de Belen grant to Captain Diego de Torres and some settlers. The railroad became a central part of the City in the 1880s, and continues today as a major shipping point for freight across the United States.

The City receives funding to operate a van for public transportation, has an airport (Alexander Municipal Airport), and will have a commuter rail station in 2006.

Isleta Pueblo

Isleta Pueblo is located at the far northern end of Valencia County. The Pueblo boundaries also extend north into Bernalillo County and east into Torrance County. Today's members of the Isleta Pueblo are direct descendants of the original inhabitants of the land that is now Valencia County. Traditional practices such as farming, dancing, making jewelry, pots, quilts, and other crafts are still carried out. However, Isleta Pueblo is prospering in the modern world with Indian gaming and other endeavors. The 2000 population for the Pueblo was 2,912 (2,024 in Bernalillo County and 888 in Valencia County).

The St. Augustine Church in Isleta, built in 1613, depicts the Pueblo's blending of traditional Isleta values with Christianity. The original structure (called the church and convent of San Antonio de Padua) was destroyed during the Pueblo Revolt of 1680. However, in 1716 the church was reconstructed upon the original walls, and renamed St. Augustine. St. Augustine is the oldest of the mission churches in Valencia County, and is one of the oldest churches in the U.S. that still exists on the original site with the original walls.

Highland Meadows

Highland Meadows is a small community located 38 miles west of the Village of Los Lunas along NM6. It was designed in the 1960s as a planned development of ten phased units, each consisting of mixed residential and varied light commercial units. The growth of Highland Meadows has been sporadic and slow over the years. The community has few jobs, and the long distance from the rest of the County makes road maintenance a difficult and expensive proposition.

Peralta/Valencia

Peralta/Valencia is located directly south of Bosque Farms in northern Valencia County. The community is also bordered by Isleta Pueblo to the north and east, by the Rio Grande to the west, and by Los Lunas and El Cerro to the south. The community of Valencia was established by Captain Francisco Valencia during the mid-17th century. The area was abandoned during the Pueblo revolt of 1860, and then resettled by Christian Indians called genizaros in 1740.

The community's 2000 population included 8,250 residents and 3,070 housing units. Commuting for Peralta/Valencia residents is generally long. Fifty-four percent of Peralta residents average a travel time of more than 30 minutes to get to work, while 65 percent of Valencia residents average a travel time of more than 30 minutes to work.

San Clemente

San Clemente is located just south of NM6, and west of the Village of Los Lunas. The community is very small; there are just over 100 dwelling units. Although relatively close to Los Lunas, virtually no commercial and retail businesses exist in San Clemente. Much of the land in this area is utilized for cattle.

Meadow Lake

Meadow Lake is located in the northeast portion of Valencia County. The community is bordered by Isleta Pueblo to the north, Peralta/Valencia to the west, and El Cerro/Monterey Park to the south while the Manzano Mountains lie just a few miles to the east. Meadow Lake was established as a single subdivision in the mid 1950's. Meadow Lake Road is the main access road within Meadow Lake, and provides the only access to NM47. Meadow Lake also has the highest mean travel time (44 minutes) of all Valencia County Communities, and it takes more than 30 minutes to get to work for 84.7 percent of the population.

El Cerro

El Cerro is bordered on the west by NM47, and on the north, east, and south by NM263. Peralta/Valencia is to the north, while Tome/Adelino is found just south of El Cerro. The majority of the land in El Cerro is made up of small tracts (less than 10 acres) of agricultural land. The community has about 1,900 dwelling units. Not much commercial land exists in El Cerro, primarily because of the proximity to many businesses in Los Lunas.

El Cerro Mission/Monterey Park

The community of El Cerro Mission/Monterey Park is located south of Meadow Lake and north of Rio Communities. The majority of this community is east of the Manzano Expressway. El Cerro/Monterey Park has 1,623 dwelling units, and a population of 5,483. El Cerro Mission Boulevard (which connects to NM263) and Van Camp Boulevard (which connects to the Manzano Expressway), are the primary roads for this community.

Los Chavez

The community of Los Chavez is located in central Valencia County, between Los Lunas and Belen, along the west side of the Rio Grande. Los Chavez has 5,033 residents and approximately 1,895 dwelling units. The majority of workers (55.4 percent) in Los Chavez have a commute longer than 30 minutes.

Tomé/Adelino

Tomé/Adelino is located in central Valencia County just east of the Rio Grande, across the river from Los Chavez. This community has a large amount of farmland that is irrigated. In fact, Tomé/Adelino still retains several parcels of irrigated land that have 100 acres or more. However, residential development is occurring. The 2000 population of Tomé/Adelino was 2,211, and there were 790 residential dwelling units. NM47, which is a major thoroughfare in Valencia County, provides access to and through this community. It takes the majority (55.3 percent) of Tomé/Adelino residents more than 30 minutes to travel to work.

Tomé/Adelino has several historic sites that contribute to the unique heritage and tradition of this community. El Cerro Tomé (which means steep hill) is the most noticeable, and

was a substantial landmark for travelers along the Camino Real. Thousands of people make the annual Good Friday trek up Tomé Hill every year. Another historical property in the area is the Comanche Springs Archaeological District. This site was a passage way through the Manzano Mountains by Comanche and various Plains Indians.

Las Maravillas/Pasitos del Cielo

The Las Maravillas/Pasitos del Cielo community is located east of Tomé/Adelino on the east mesa and adjacent to Manzano Expressway. Both Las Maravillas and Pasitos del Cielo are relatively young subdivisions (less than 15 years old). They are phased master planned subdivisions with land reserved for parks, open space, and pedestrian and bicycle paths, and are administered by the Valley Improvement Association. This area has a total population of 1,588 and contains 618 housing units. It takes the majority (66.7 percent) of those living in this community more than 30 minutes to travel to work.

Rio Communities

Rio Communities is on the east side of the Rio Grande, directly across from the City of Belen. The Manzano Expressway runs along the northern border of Rio Communities, while NM47 and NM 304 cross through the community as well. Rio Communities has industrial and retail commercial services. Rio Communities has a population of 4,213 and contains 1,905 housing units. Over 25 percent of the population are age 65 and over (the highest of all the County Communities), while only 19.3 percent (the second lowest) are under age 15.

Jarales/Bosque

Jarales/Bosque is located south of Belen on the west side of the Rio Grande. This community has remained primarily agricultural in character, with the majority of the land classified as irrigated agriculture. The Jarales area has a population of 1,434 and contains 542 housing units.

Casa Colorada

The community of Casa Colorada is southwest of Jarales/Bosque on the east side of the river. The majority of land use in Casa Colorada is irrigated agriculture. Casa Colorada has a population of 56 and contains 19 housing units.

Demographic and Socioeconomic Data

The County's population has risen dramatically over the last ten years, reaching 66,152 in 2000. Census figures show Valencia County grew by 46% in population between 1990 and 2000. Meanwhile New Mexico's largest county, Bernalillo, showed a 16% change in population over the same period of time.

The growth in Valencia County's housing stock has kept pace with population, increasing by 47% over the past decade to total 24,643 homes in 2000. This represents an increase of 7,862 homes since 1990.

Employment in Valencia County has grown faster than the population, as the county saw a 63% increase in jobs between 1990 and 2000. The County added 5,705 jobs throughout the decade to total 14,829 in 2000.

Census data related to commuting patterns show us that approximately 14,400 Valencia County residents leave the county for work daily. The majority of these commuters, more than half of the working population in Valencia County, are headed for Bernalillo County. This is reflected in the average commute time which, at about 30 minutes, ranks Valencia County with the third longest commutes in the state. Of course part of this trip time can be attributed to traffic congestion as well as to long travel distances.

Environmental Justice Analysis for Valencia County Mobility Plan

Federal regulations require that community impact considerations be included in the transportation planning decision process[1]. Transportation projects and programs impact communities in many different ways. It is important to determine whether any one group is disproportionately affected.

MRCOG has gathered data and developed analytical tools for examining the benefit and burdens of transportation actions. In addition to the technical analysis, public involvement is an important tool for providing early access to transportation planning information, to identify non-quantitative impacts, and to facilitate opportunities for the public to participate in the decision making process.

The demographic community profile for the County shows that, of the current Valencia County population, 49.1% are considered low income[2] 54. 9% are of Hispanic origin and 39.4% are non-minority. Thus, the County can be considered a minority majority community. Approximately 10.2% of the population is 65 or more years old.

Activity Centers and Major Traffic Generators

Activity centers are areas in the community where concentrations of population and/or employment exist now and are expected to exist n the future. These are areas that can be reasonably anticipated to generate traffic which will have impacts on the surrounding transportation network. Traffic from these centers are considered as part of the process for estimating future transportation needs. The designated activity centers in Valencia County, which lie outside the municipal boundaries are shown in Figure 4.

Transportation Systems and Travel Data and Patterns

Good transportation planning requires that all modes of transportation be considered, and that the effectiveness of those modes be evaluated in relation to the people and goods they carry as well as how they interact. This is why this Plan is described as a multimodal and intermodal plan.

[1] [Title VI of the Civil Rights Act of 1964 (U.S.C. 2000d-1), The National Environmental Policy Act of 1969 (NEPA, 42 U.S.C.4321), the FHWA/FTA Joint Planning Regulations implementing ISTEA consistent with Title VI (23 CFR 450 and 49 CFR 619, DOT Orders 5610.2 and 5610.2 of 1997 and 1998, and 23 U.S.C 109(h)) support the guidelines for implementing Executive Order 12898 issued by President Clinton on February 11, 1994.]

[2] The 2000 U.S. Census definition of poverty was used for this analysis. Household income includes the income of the householder and all other persons 15 years and over whether related to the householder or not.

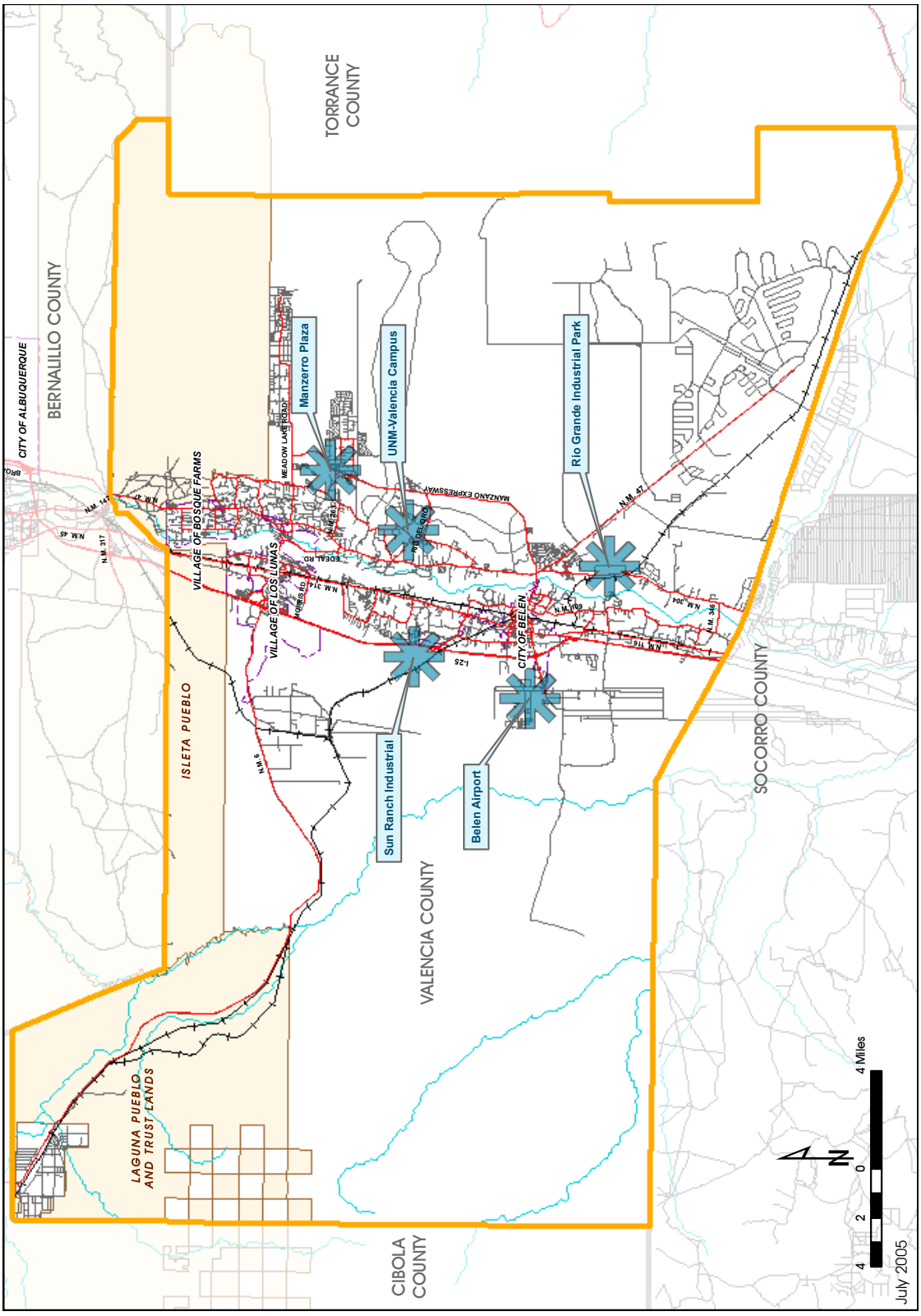

Figure 4. Activity Centers in Valencia County Outside Municipal Boundaries

The Mobility Plan looks at the bicycle and pedestrian modes, equestrian uses, public transportation, rail and aviation, and the roadway network. The section below provides background information for each mode. A discussion of the needs and a set of recommendations for each mode are provided in the Long Range Transportation Plan chapter of this document.

Bicycle and Pedestrian

Currently there are few formal bicycle routes identified in the County. The facilities that do exist are either off-road paths that have been funded with Federal Surface Transportation-Enhancement dollars or are bicycle routes that have been established on NMDOT roadway facilities. These facilities have been developed on a piecemeal basis and most of them are not interconnected. Up to this point, there has been no formal planning for bicycle and pedestrian uses in the County as a whole.

Equestrian Network

People have been keeping and riding horses in Valencia County since it was first settled. In 2002, Valencia County ranked number four in New Mexico for the number of horses and ponies, immediately behind Bernalillo County. Because of increased vehicular traffic both on and off-road, it has become apparent that formal planning for equestrian uses is advisable. This includes the need to address shared uses, roadway crossings, and better connections between current as well as proposed trails. Up to this point, there has been no formal planning for equestrian uses in the County as a whole.

Public Transportation

Currently, public transportation in the County is limited to that provided by the Village of Los Lunas. The City of Belen and several non-profit agencies provide public transportation services to special needs populations in the County.

In addition to this limited bus service, the County is the site of two commuter rail stops which are anticipated to see service begin in 2006. This commuter rail service will link Belen and Los Lunas with the Bernalillo County South Valley and Albuquerque, and will create the potential for county residents to ride the train from Belen to the Town of Bernalillo, north of Albuquerque.

Rail and Aviation

As noted above, commuter rail service is anticipated to begin between Belen, Los Lunas and the City of Albuquerque in 2006. In addition, the City of Belen acts as a critical hub in the BNSF's east-west transcontinental freight line. Increased traffic on the east-west line has resulted in BNSF plans to lay an additional, third track along this right-of-way through Valencia County.

Valencia County is home to two airports, the Mid-Valley Air Park between Los Lunas and Belen on NM314, and the Belen Alexander Municipal Airport west of I-25 on Camino del Llano. These airports provide private and commercial service to small planes. The Belen airport provides general aviation services and expects to grow substantially in the next 5-10 years.

Roadway Network

The road network in the County provides the backbone for the majority of other modes of transportation in the county. The County contains approximately 1,575 miles of roadway, with

almost 83% of the roads in the unincorporated area consisting of gravel or dirt facilities. The Maintenance section of this plan provides a discussion of roadway surface conditions in the County and recommendations for addressing those needs.

Traffic Flow Patterns. Vehicular traffic across the County has increased over the last eleven years, the time frame for which traffic count data are available. Figure 5 provides a visual depiction of the levels of traffic on Valencia County roads in 2004.

Table 1 shows the growth in traffic on an average week day, between 1994 and 2004, for specific locations around the county. This table clearly shows that traffic across the County has grown, and in some areas has grown substantially. While certain points can be attributed to growth in very specific areas (for example, the growth in traffic on NM6 just west of I-25 is clearly the result of increased development on the land just west of the interstate), it is not so simple to identify the source of growth on other roadway segments (for example, NM 47 south of Rio Communities). Regardless of the source, it is clear that traffic has increased across the County over the 11-year period.

Table 1. Change in Average Weekday Travel, 1994-2004

Location	Percent Change	Location	Percent Change
I-25 at Bernalillo County Line	66%	Main at Old US85	60%
NM47 at Bernalillo County Line	20%	NM116 south of Mills Road	57%
NM47 north of Esperanza	30%	River Road west of Gabaldon	16%
NM6 east of I-25	234%	NM47 south of River Road	93%
NM6 west of I-25	558%	NM304 south of River Road	41%
NM6 west of Los Lentes	37%	NM47 north of NM263	14%
NM6 River Bridge	46%	Manzano Blvd north of South Rio del Oro Loop	200%
NM47 north of NM6 intersection	28%	NM263 west of La Ladera	22%
NM314 south of Morris	13%	El Cerro Mission Road at NM263	95%
I-25 south of North Belen Interchange	64%	Meadowlake east of Manzano Expressway	55%
I-25 Bypass west of NM314	200%	NM304 north of NM346	100%
Main Street north of Reinken	26%	NM47 South	83%

Roadway Conditions. The following material provides information about current roadway conditions throughout the County and a discussion of the current approach to addressing roadway maintenance needs.

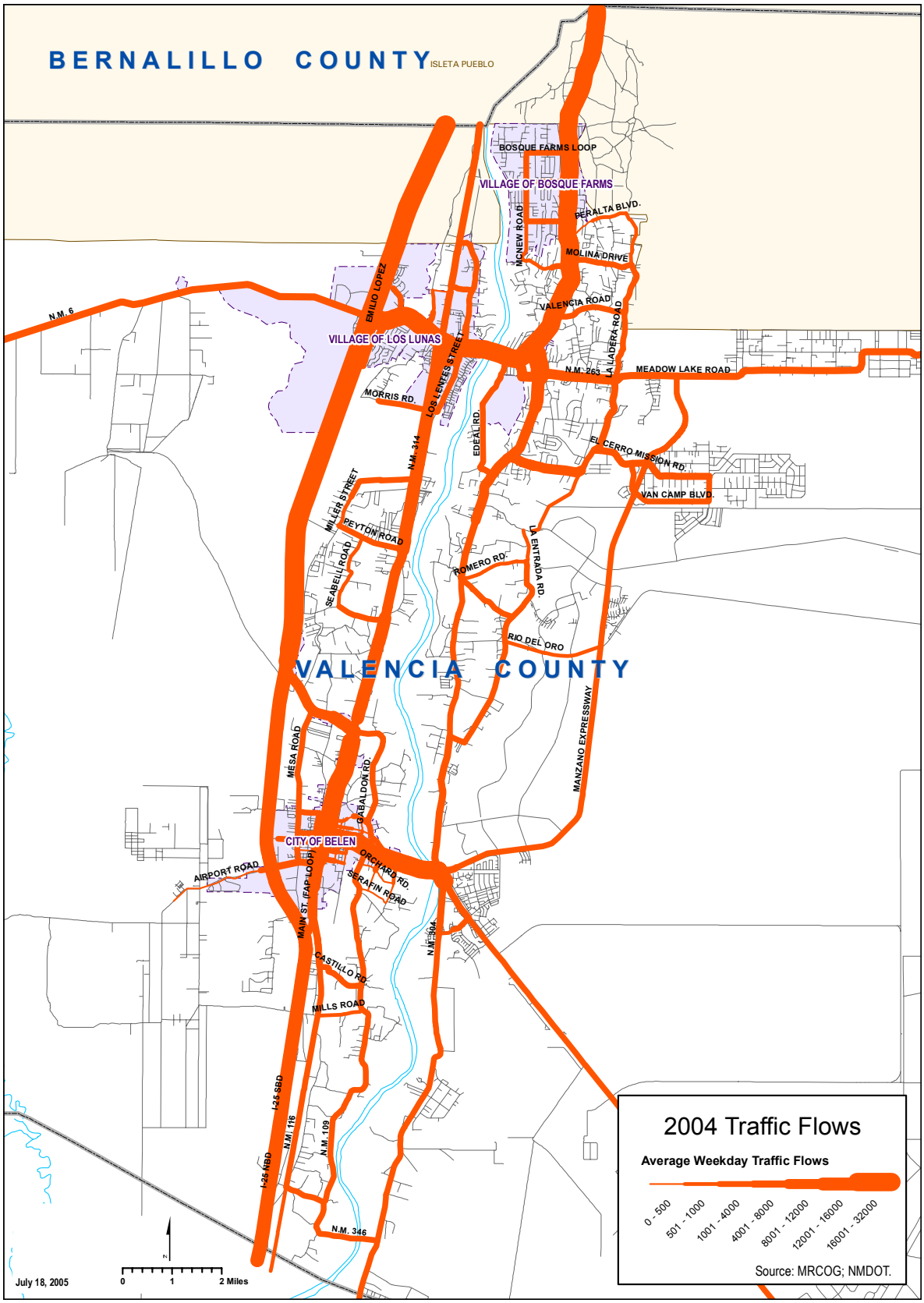

Figure 5. Traffic Flow Levels - 2004

City of Belen. The City of Belen contracted with the consulting firm Molzen Corbin to complete a visual assessment of all the roads in the City. The resulting data was placed into a software program that used a pavement condition index to develop the information shown in Table 2.

Table 2. City of Belen Roadway Conditions

	Number of Lane Miles	Roadway Condition			
		Excellent	Good	Average	Poor
Paved	104.6	5.92	34.99	60.89	2.8
Dirt	1.82	--	--	--	1.82

The roadway maintenance schedule for the City of Belen is developed in response to citizen requests. After a citizen expresses a concern about a particular roadway segment, public works staff completes a visual survey and then adjusts its roadway maintenance schedule as necessary. Another factor which is taken into account is the schedule for making water line repairs, and any emergency water breaks that may occur. The public works crew monitors this activity closely in order to follow water repair work as soon as possible with patches to the roadway where pavement incursion was required.

The pothole repair crew for Belen completes a visual inspection of all City facilities on a weekly basis and provides repairs as needed.

Approximately $550,000 a year is provided in Belen's general budget for roadway maintenance. Additional funds for specific projects are obtained through the State of New Mexico's Municipal Arterial Program or other state or federal funding sources.

Village of Bosque Farms. The data for Bosque Farms was compiled by Village staff. The Village does not have a program in place for assessing roadway condition and developing a prioritized list of needs. There are approximately 37 lane miles of roadway in Bosque Farms.

Roadway maintenance in Bosque Farms is completed on an as-needed basis as identified by Village staff. Pothole repair is completed using remainders from Municipal Arterial Program or other state-funded projects, or using dirt fill.

Funding for roadway maintenance projects in the Village is through Municipal Arterial Program or other state-funded projects. Pothole repairs are completed on an as-needed basis by Village staff and are included in the general budget.

Village of Los Lunas. The Village of Los Lunas contracted with the consulting firm Molzen Corbin to develop a pavement condition index and complete a visual assessment of all the roads in the Village. This data was input into a computer database and the results provided the information for Table 3.

Table 3. Village of Los Lunas Roadway Conditions

	Number of Lane Miles	Roadway Condition			
		Excellent	Good	Average	Poor
Paved	107.83	44.19	31.68	18.31	13.65

The Excel-based database program used by Molzen Corbin includes inputs which enables it to calculate the rate of wear. Each year the Village is provided with a list of roadways that are recommended for maintenance work, along with a description of the suggested work. Village staff review this list, complete a visual survey of the recommended roadways, and then develop a Village roadway maintenance schedule.

Pothole repairs, weed control, and sign replacement in the Village are provided by Village staff as part of its ongoing operation effort.

An important source for roadway maintenance in the Village is from the State of New Mexico's Municipal Arterial Program and Municipal Coop Program. The Village receives approximately $590,000 each year from these funding sources.

In addition, the Village programs approximately $1.3 million each year for capital outlay projects which range from sidewalk installation to roadway improvements. An operating budget of $200,000 provides for pothole repair, striping, weed control, sign replacement, roadway equipment repair, safety equipment, and so forth.

New Mexico Department of Transportation. Approximately 161.6 miles of road in the municipalities and county are owned and maintained by the New Mexico Department of Transportation. These include the Interstate system, NM47, NM6, and a number of shorter facilities. The information in this section addresses these roadways.

The map in Figure 6 shows the condition of paved roadways owned and maintained by the NMDOT in District 3. The NMDOT has an extensive database of information regarding state roadways and pavement conditions on those facilities. This information was used to identify the information in the map and in Table 4.

Table 4. New Mexico Dept. of Transportation Roadway Conditions

	Number of Lane Miles	Roadway Condition		
		Good	Average	Poor
Paved	141.57	78.09	23.58	39.9

The NMDOT database is used as a basis for developing a list of projects proposed for the coming year for maintenance activities in a given area. Local NMDOT staff reviews this list, does a visual survey of the recommended roadways, and then develops its roadway maintenance schedule.

Pothole repairs, weed control, and sign replacement on NMDOT facilities in the County are provided by NMDOT District 3 maintenance staff as part of its ongoing operation effort.

Funding for maintenance of NMDOT roadways is provided through Federal and State funding sources.

Valencia County. The data in Table 5 was provided by the Valencia County Planning Department. No current condition inventory is available for Valencia County roadways. However, approximately three miles a year of the dirt road miles are being paved. In addition,

Figure 6. Pavement Condition of NMDOT Facilities

Table 5. Valencia County Roadway Conditions

	Number of Road Miles	Roadway Condition		
		Good	Average	Poor
Paved	150	Unknown	Unknown	Unknown
Chip Seal	54	Unknown	Unknown	Unknown
Dirt	982.5	Unknown	Unknown	Unknown

the County's chip sealed roadways lose their surface in about two years and must be repaved at that time, further diminishing the ability of the County to continue to pave dirt roadways.

Roadway maintenance in the unincorporated portions of Valencia County is completed on a demand-response basis. Due to inadequate manpower and equipment, this appears to be the only viable approach to addressing maintenance needs in the County at this time. The maintenance provided in this way includes pothole repair and grading of dirt roads following heavy rainfall.

The operations budget for roadways in Valencia County is approximately $375,000 per year. Road fund revenues (including Co-op funds) total approximately $1 million a year.

Currently Funded Roadway and Trail Projects. Table 6 provides a list of roadway and trail projects in the County that were identified by local governments in capital improvement programs prior to development of the Mobility Plan. These projects are anticipated to be completed in the next 5 to 10 years. Some or all of the funding needed for these projects may already be identified. The amount of funding programmed for these projects as of Fall 2005 is provided in Table 19, in the Financial Plan.

Table 6. Currently Funded Roadway Projects

Facility	From	To	Project Description	Est. Cost	Lead Agency
Becker Avenue	Main Street (I-25 Bypass)	First Street	Pedestrian and bicycle enhancements	$900,000	Belen
Becker Avenue Trail	Main Street (I-25 Bypass)	First Street	Pedestrian enhancements	$372,000	Belen
BNSF Railroad Crossings	Socorro	Belen	Railroad crossing upgrades	$115,000	NMDOT
Bosque Trail	Bernalillo County line	Belen	Pedestrian/Bike trails	$3,000,000	MRCOG
Commuter Rail Implementation	Belen	Bernalillo	Commuter Rail	$25,000,000	MRCOG
Don Andres	John Road	I-25 Bypass	Roadway improvements	$50,000	Valencia Cty
Don Carlos Road	NM6	Los Brisas subdivision	Drainage, sidewalks, striping and sidewalks	$175,000	Los Lunas

Facility	From	To	Project Description	Est. Cost	Lead Agency
El Fuego Place	Avenida del Fuego 400 feet		Paving	$7,318	Valencia Cty
El Sol Road	Sombredo Loop	End of Road	Paving	$7,514	Valencia Cty
Fire Station Road	NM263	Orona Road	Speed humps	$15,000	Valencia Cty
Golf Course Road	Golf Course Drive	Rio Communities Blvd	Street lights	$80,000	Valencia Cty
Golf Course Road	NM47	Rio Communities Blvd	Repaving	$80,000	Valencia Cty
Golf Course Road	Rio Communities Blvd	NM47	Pedestrian facility	$150,000	Valencia Cty
Harrison Road	Sosimo Padilla	Garcia Road	Paving	$45,000	Valencia Cty
Highland Meadows area	NM6	Calle del Llano West	Paving	$50,000	Valencia Cty
Hill Street	Goodman	Godfrey	Repaving	$23,500	Valencia Cty
I-25/Belen North Interchange	Interchange	West mesa	Construct temporary access	$250,000	Belen
Jaramillo Road	River Road	Maestas Road	Repaving	$50,000	Valencia Cty
Maestas Road	Jarales Road	Trujillo Road	Repaving	$48,828	Valencia Cty
Rio del Oro Bike Path	Rio del Oro South	UNM Valencia Campus	Pedestrian/Bike trails	$382,667	Valencia Cty
Marquez Road	NM47	La Entrada	Repaving	$29,038	Valencia Cty
Mesa Road	Delgado Street	Aragon Road	Paving	$652,468	Belen
Monterey Blvd	Manzano Expressway	Brazero	Paving	$65,000	Valencia Cty
NM6/I-25 Off ramps			Additional turn lane	$195,000	NMDOT
NM47/McGee Lane and Peralta Road			Redesign and reconstruction	$222,000	NMDOT
NM314/Morris Road			Traffic signals	$350,000	NMDOT
Otero Road	NM47	East El Cerro Loop	Speed humps	$15,000	Valencia Cty

Facility	From	To	Project Description	Estimated Cost	Lead Agency
Rio del Llano/Airport Road	I-25 west		Drainage and roadway realignment	$250,000	Belen
Rio del Oro Trail	DeHaan Loop	La Entrada	Pedestrian/Bike trails	$1,020,000	Valencia Cty
Sandoval Road	Orchard	Sichler Rd	Drainage, sidewalks, striping and sidewalks		Los Lunas
Sombreo Loop	Avenida del Fuego loop		Paving	$19,513	Valencia Cty
Sombreo Place	Sembredo Loop	End of Road	Paving	$4,390	Valencia Cty

FUTURE CONDITIONS

Population

The Bureau of Business and Economic Research (BBER) at the University of New Mexico is responsible for creating population forecasts for each County in New Mexico. MRCOG uses these forecasts in order to maintain consistency for planning activities. BBER is projecting Valencia County to continue growing steadily, reaching a population total of 118,593 in 2025. However, while the County grew by nearly 50% over each decade since 1970, BBER is projecting a slowed rate of growth, as illustrated by the annual growth rates presented in Table 7. A map that reflects current permits and known developments is provided in Figure 7.

Table 7. Historical and Forecast Population Growth in Valencia County, 1950 to 2025

	Year	Population	Absolute Change	Average Annual Growth Rate
CENSUS	1950	13,530	--	--
	1960	16,146	2,616	1.78
	1970	20,451	4,305	2.39
	1980	30,769	10,318	4.17
	1990	45,235	14,466	3.93
	2000	66,152	20,917	3.87
FORECAST	2005	76,512	10,360	2.95
	2010	86,708	10,196	2.53
	2015	97,330	10,622	2.34
	2020	108,064	10,734	2.11
	2025	118,593	10,529	1.88

Source: US Census Bureau, Bureau of Business and Economic Research

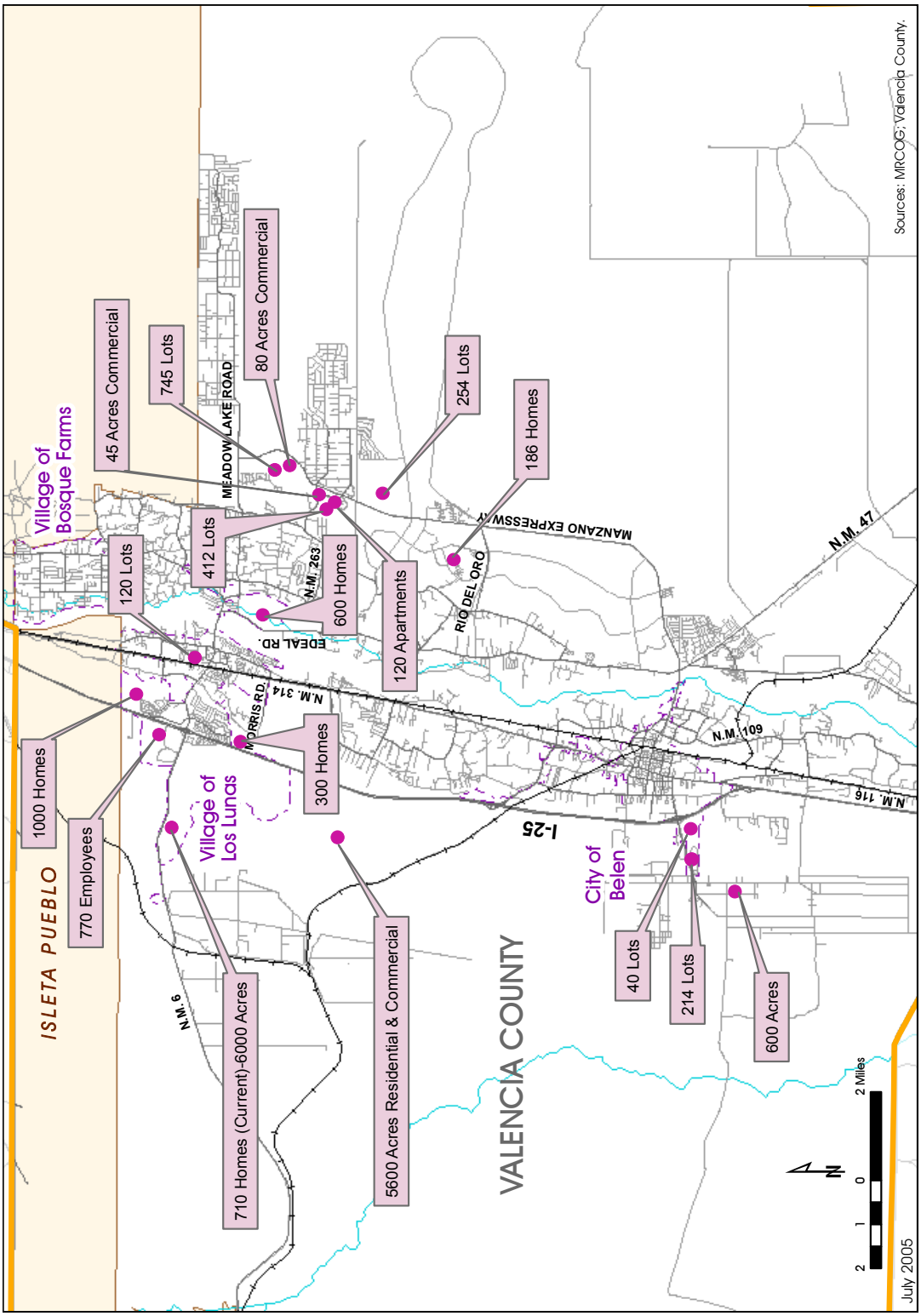

Figure 7. Current Development Proposals - Summer 2005

Valencia County is expected to see faster growth than most of the nearby counties and to increase its share in the four-county region served by MRCOG. Figure 8 illustrates this increase in share compared to the other three counties in the region.

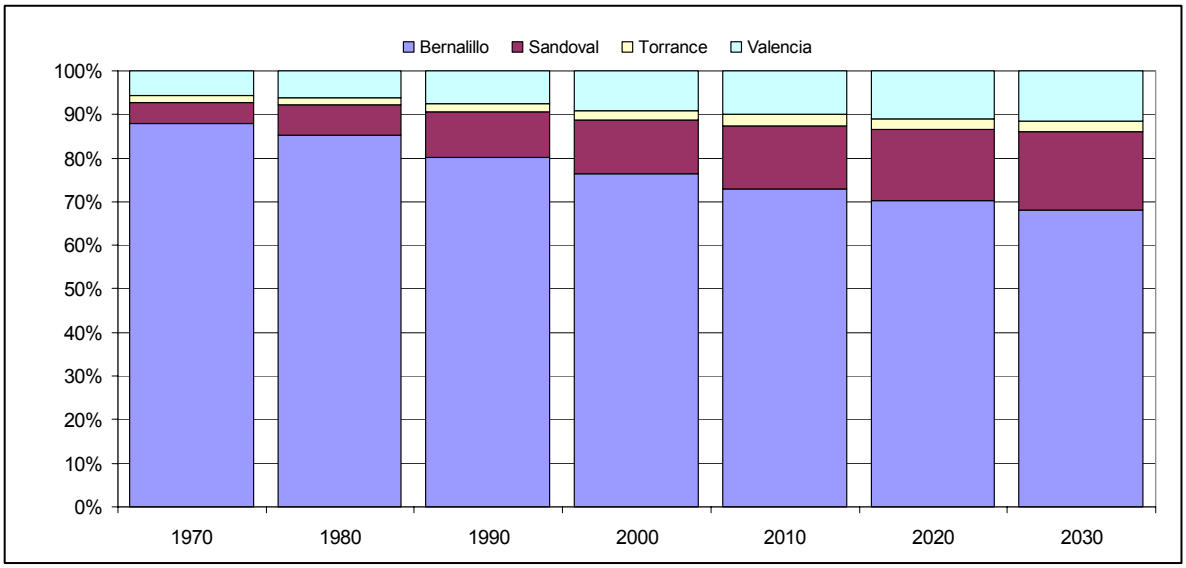

Figure 8. Historical and Forecast Share of Region by County, 1970 to 2030
Source: US Census Bureau, Bureau of Business and Economic Research

MRCOG's forecasts are based on the assumption that there is sufficient water in the region to serve the forecast growth to 2030. However, this does not mean that all areas will have access to water. If an area is served by a water utility (including private water companies such as New Mexico Utilities), the assumption is that there will be water available during the forecast period. For areas not served by water utilities, the assumption is that any development will be low density. MRCOG's forecast models reflect these assumptions.

Households and Housing Units

Historically, the change in household size in Valencia County has been reasonably related to the change in the national average household size. Therefore, we assume that the future change in the average household size for the County will remain close to the projected change in the national average. Table 8 shows the Valencia County historical and forecast population in households, average household size, and number of households. The number of households is equal to the number of occupied housing units.

Table 8. Household Forecast, 2005 - 2025

	Pop. in Households	Ave. Household Size	Households
2005	75,029	2.83	26,528
2010	85,005	2.78	30,598
2015	95,380	2.75	34,743
2020	105,872	2.71	39,021
2025	116,183	2.68	43,322

Source: US Census Bureau, MRCOG

The difference between the 2025 population forecast in Table 7 and the 2025 population in households forecast in Table 8 is approximately 2,000 persons. This is the number of people projected to live in group quarters in 2025. The majority of these people will be inmates in the Los Lunas Correctional Center. Household size is projected to steadily decrease over the forecast period. This is consistent with trends already in place, such as more single households and couples choosing to have fewer children. As a result, it is anticipated that the number of households or occupied housing units will increase faster than the population.
The number of households in the County is projected to grow about 63% between 2005 and 2025.

With an increase of over 16,000 households there will be an increased demand for housing units in the county. Housing units were forecast from occupied housing units by estimating the percentage of occupied housing. MRCOG used the historical average for occupancy rates to project future occupancy. Housing units were forecast as single family and multifamily units. Multifamily units were projected from an analysis of historical data and recent building permit data. Table 9 displays the forecast housing units by type. The number of housing units is projected to grow by 63% between 2005 and 2025, and about 91% of the housing units in 2025 are projected to be occupied. Multi-family units are expected to increase slightly as a share of the total housing stock.

Table 9. Household Forecast, 2005 - 2025

	Total Housing Units	Single Family Units	Multi Family Units	Percent Multi Family	Percent Occupied Housing
2005	29,157	28,080	1,077	3.7%	91.0%
2010	33,608	31,969	1,639	4.9%	91.0%
2015	38,138	36,254	1,884	4.9%	91.1%
2020	42,815	40,638	2,177	5.1%	91.1%
2025	47,515	44,999	2,516	5.3%	91.2%

Source: US Census Bureau, MRCOG

Employment

Valencia County employment (number of jobs) is forecast based on several factors, including anticipated population growth, past employment trends, and what is known regarding plans for the County. The base employment numbers for 2000 are derived from the New Mexico Department of Labor (DOL) and are adjusted to include self-employment, military, railroad, and other areas not covered by the DOL numbers. The forecast shown in Table 10 by sector was primarily derived from an economic forecasting model[3]. BBER's short range employment forecasts also provided data.

[3]The Regional Economic Models, Inc. (REMI) model is primarily an economic model, although it also contains a demographic component that estimates the population and labor force change.

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Table 10. Forecast Employment by Sector, 2005 - 2025

Sector	2005	2010	2015	2020	2025
Agriculture	284	278	282	282	282
Construction & Mining	1,039	1,070	1,076	1,102	1,135
Manufacturing	1,721	1,907	1,991	2,037	2,027
Transportation, Communications, Utilities	1,232	1,383	1,556	1,766	1,986
Wholesale	236	223	205	175	134
Retail	3,799	4,328	4,856	5,471	6,109
Finance, Insurance, and Real Estate	557	655	716	761	798
Services	2,513	2,943	3,344	3,731	4,166
Government	4,957	5,384	5,730	6,001	6,258
Total Jobs	**16,338**	**18,171**	**19,756**	**21,326**	**22,895**

Source: NM Department of Labor, MRCOG

It is projected that Valencia County will add about 6,000 jobs between 2005 and 2025. Sectors that are projected to decline are agriculture and wholesale trade, while retail trade, services and government jobs are expected to increase significantly.

The pace of employment growth for Valencia County is projected to occur at a rate similar to the population growth. As with the population numbers, it is projected that the County will continue to have an increasing presence in the region in terms of jobs. This is illustrated in Figure 9.

Although Valencia County is increasing its share of employment, it is expected that there will still be more workers than jobs in the County in 2025. However, compared to 1990 commuting statistics, a higher percent of residents are currently staying within the county for work. This trend is expected to continue as jobs opportunities increase. Currently, over 80% of the jobs in Valencia County are held by its residents, and there is no indication that this will change in the future. Therefore it is assumed that the projected job growth in Valencia County will primarily benefit residents.

Travel Demand

Increases in population and employment lead to increases in travel, as people move from home to school, work, and shopping. MRCOG's regional travel forecasting model was used to estimate the travel patterns that can be reasonably anticipated as a result of the increased population and employment. Figure 10 provides the results of this analysis.

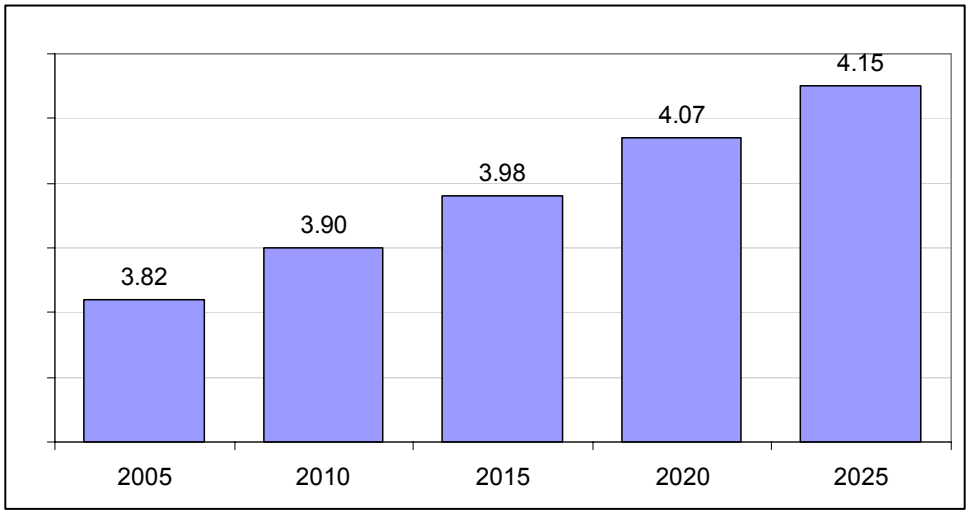

Figure 9. Valencia County's Projected Share of Employment in the Region
Source: New Mexico Department of Labor, MRCOG

"Level of Service," or LOS, is a term used to describe the number of vehicles on the road in comparison to the number of vehicles the road was designed to carry. LOS A means there is no congestion, and very few other vehicles are on the road. Drivers can maneuver freely. LOS C means there is some congestion, but it's about average. Drivers are able to still maneuver safely in traffic. If traffic is at LOS F, traffic is at a standstill.

Figure 10 shows that, with current roadways and projected population and employment levels, congestion in 2025 during the evening commute will be at LOS E and F on large parts of the roadway network in the northern end of the County. The areas most affected will be La Ladera and El Cerro Loop, NM6 near I-25 and across the Rio Grande River, NM314 north of Los Lentes, NM47 north of South El Cerro Loop and through Peralta and Bosque Farms, and NM263 and Meadowlake Road east of NM47. Current drivers on these roads can attest to a steady increase of traffic over the last few years (see "Traffic Flow Patterns" section) and to heavy congestion now on NM6 in Los Lunas during key periods of the day. These forecasts indicate clearly that action must be taken now to assure the citizens can still get around safely in 2025.

Financial Resources and Costs

Table 11 shows the total amount of funding provided for roadway projects from local, state and Federal sources in the last four years. The amounts in this table are the result of a compilation of information from state and local sources.

Table 11. Roadway Project Funds for Valencia County, 2001-2005

	Local	State	Federal	Total
Average Amount of Funding for County Projects	$2,633,000	$8,181,000	$1,931,000	
Average	$526,650	$1,636,200	$386,200	$2,549,040

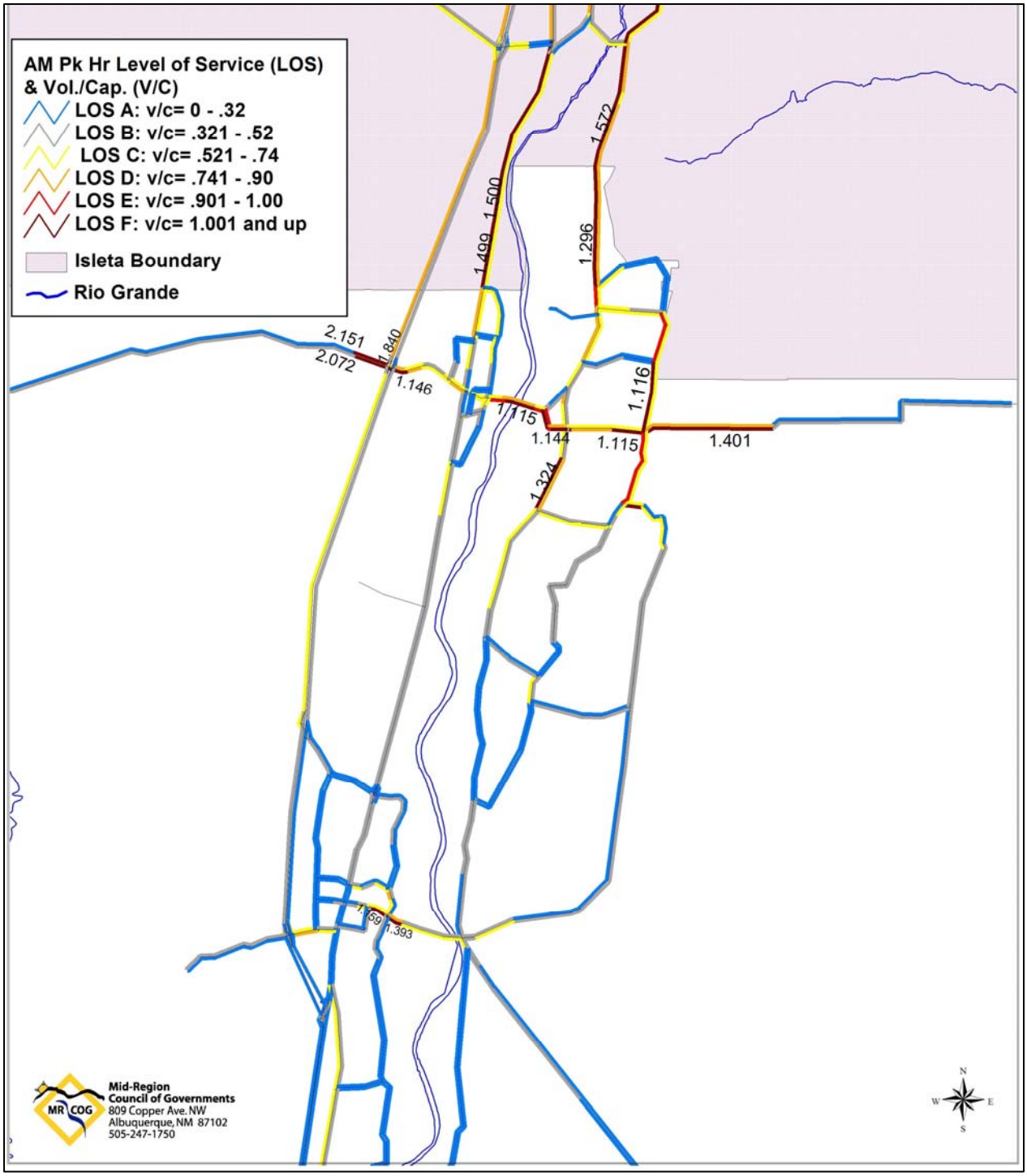

Figure 10. Projected Level of Service – 2025 P.M. Peak Hour

When these amounts and the current funding for roadway maintenance (see Roadway Maintenance section) are projected into the future the total amount of funding for the County in the next 20 years becomes approximately $89 million. Table 12 shows the results of this simple extrapolation. This estimate assumes a 2% increase in funding each year.

Table 12. Anticipated Resources for Roadway Projects, 2005-2025

	FY2006-2015	FY2016-2025	Total Funding
State and Federal Funding for Specific Projects	$22,145,000	$26,994,000	$49,139,000
Local funding for projects	$5,767,000	$7,030,000	$12,796,000
Roadway Maintenance*	$12,318,000	$15,016,000	$27,335,000
Total Anticipated Resources	$40,230,000	$49,040,000	$89,270,000

*Does not include funding for maintenance of NMDOT facilities

A further discussion of these anticipated resources in light of the County's needs can be found in the Financial Plan section.

ISSUES OF CONCERN

Each of the items discussed below were identified as transportation areas of concern during development of the Mobility Plan. This section provides a brief explanation of each issue. Proposals for addressing these issues will be laid out in other sections of the Plan.

Congestion

In July 2005 an insert was placed in the local Valencia County News Bulletin that identified various options being considered for the Mobility Plan. The insert included a tear-out survey for citizens to return to MRCOG with their comments. The survey asked respondents to report their level of concern regarding various transportation issues. Over 160 surveys were received. The top four issues for all surveys returned were (in order of importance) decreasing traffic congestion, establishing additional river crossings, easy access to the interstate system, and adding lanes to NM47. These results indicate that the majority of respondents are deeply concerned about the volume of current traffic in the County and the related congestion from that traffic. A copy of the newspaper insert and a summary of the survey results are provided in the Public Involvement documentation for the Plan (MRCOG # P-06-01). The roadway proposal presented in the Roadway System section addresses this issue.

School Bus Routes

During development of the plan, particularly when the topic of roadway conditions came up, there were several discussions about the need for ensuring that roadways which were used for school bus routes were properly maintained. The need for this effort was underlined during the heavy spring rains of early 2005, when school buses were repeatedly caught in the mud, resulting in missed school time for children and extra expense for the school districts. The proposal for addressing this concern is laid out in the roadway System section of the Plan.

Manzano Expressway

Another issue related to schools which recurred during Plan development was the pavement condition and lack of shoulders on Manzano Expressway. While the condition of this roadway is already of concern, the apparent need to reconstruct the roadway and potentially add shoulders becomes more urgent with the decision by the Los Lunas School District to expand the current Career Academy on the East Mesa to construct a full four-year high school. The increase in bus and personal vehicle traffic to the school is expected to increase the need for improvements to the Manzano Expressway. The proposal for addressing this concern is presented in the Roadway System section of the Plan.

Roadway Maintenance

Although this issue is related to both the location of school routes, and the issue of Manzano Expressway, it transcends both of them due to the sheer number of facilities in the unincorporated county which remain dirt or gravel. Of these, many have not been properly maintained in a number of years. Although the County has recently expanded it's budget and personnel for roadway maintenance, the number of roadways that must be maintained will still outstrip the county's ability to address them adequately. The proposal for addressing this concern is described in the Roadway System section of the Plan.

Transportation Demand Due to Land Use Decisions

This Plan addresses transportation demand as forecast based on past and recent land use decisions. A number of comments received during the public comment period for the Alternative options expressed concern about the changes in land use that are occurring in the County. While recommendations about land use policy are outside the scope of this transportation plan, the Comprehensive Plans for the municipalities and counties can provide a place for addressing this issue. It should be noted that decisions about land use policies can be very complex and implementation can be lengthy and costly.

Another issue that arises as the result of land use decisions is the concern about providing adequate transportation facilities to development that has been or will be approved in the future. It is recommended that the County develop a long range roadway system map with a longer time frame than that provided by the Mobility Plan. The proposed map would provide a roadway framework for developers to work with when completing Master Plans for their communities. This map would also provide local planning staff with the tools to identify appropriate levels of developer contribution to meet transportation system needs.

LONG RANGE TRANSPORTATION PLAN

PROPOSED TRANSPORTATION SYSTEMS

An effective transportation system must include a variety of ways of getting around—motorized vehicles, air and rail, public transportation, bicycle and pedestrian and equestrian uses. This draft Plan addresses each of these modes and provides suggestions about ways they can be integrated to provide for the most effective use of each.

Multimodal Systems

The multimodal systems in this Plan include bicycle and pedestrian, equestrian, public transportation, and rail and aviation. Many of the issues of concern for the bicycle and pedestrian, equestrian, and public transportation systems overlap. These include security issues, surface conditions on multi-use trails and roadway shoulders, user conflicts, access to the informal acequia system, the lack of formal multi-use trails, and illegal disposal of trash. Much of the information available in this Plan about these issues resulted from discussions with the Equestrian community. However, the effect is multi-modal and addressing these concerns will have a positive impact for more than one portion of the community. These issues are discussed in detail in Appendix B. The recommendations in the Bicycle and Pedestrian and the Equestrian sections reflect this information.

Bicycle and Pedestrian

The Mobility Plan proposes a network of on-road bike routes and off-road multi-use trails (Figure 11). This network is intended to accommodate pedestrian and bicycle uses and includes the concept of a Bosque Trail. This proposal was developed in close coordination with the Rio Abajo Bicycle Alliance. It is intended to form an integral part of the transportation network in Valencia County, regardless of any final decisions regarding roadway options.

Figure 11 shows roadways that have been identified as existing routes. This map reflects information received from the Rio Abajo Bicycling Alliance about facilities they are currently using. The majority of these facilities do not have signs identifying them as bicycle routes. In addition, some of the "existing routes" shown on the map may be currently used by cyclists but they are not engineered for designation as existing routes. It is recommended that a study of these routes be completed to identify those facilities which can be safely signed as routes. This signage should be put in place as soon as possible. The remaining facilities should be brought up to route condition as soon as possible as part of upcoming roadway projects.

A bicycle/pedestrian path is an off-road trail that is usually paved and provides a less intense experience for the walker or bicyclist, as it does not involve potential conflicts with vehicular traffic.

The dirt track/connections identified in Figure 11 reflect ditch banks, graded roads or other non-paved facilities that are currently being used by the walking and bicycling community. They are identified here in order to facilitate conversations about ways to enhance these facilities for bicycle and pedestrian use and, if they are upgraded, to assure that provision will be made at that time for continued use by bicyclists and pedestrians.

Table 13 summarizes the number of miles of bicycle and pedestrian facilities identified in Figure 11.

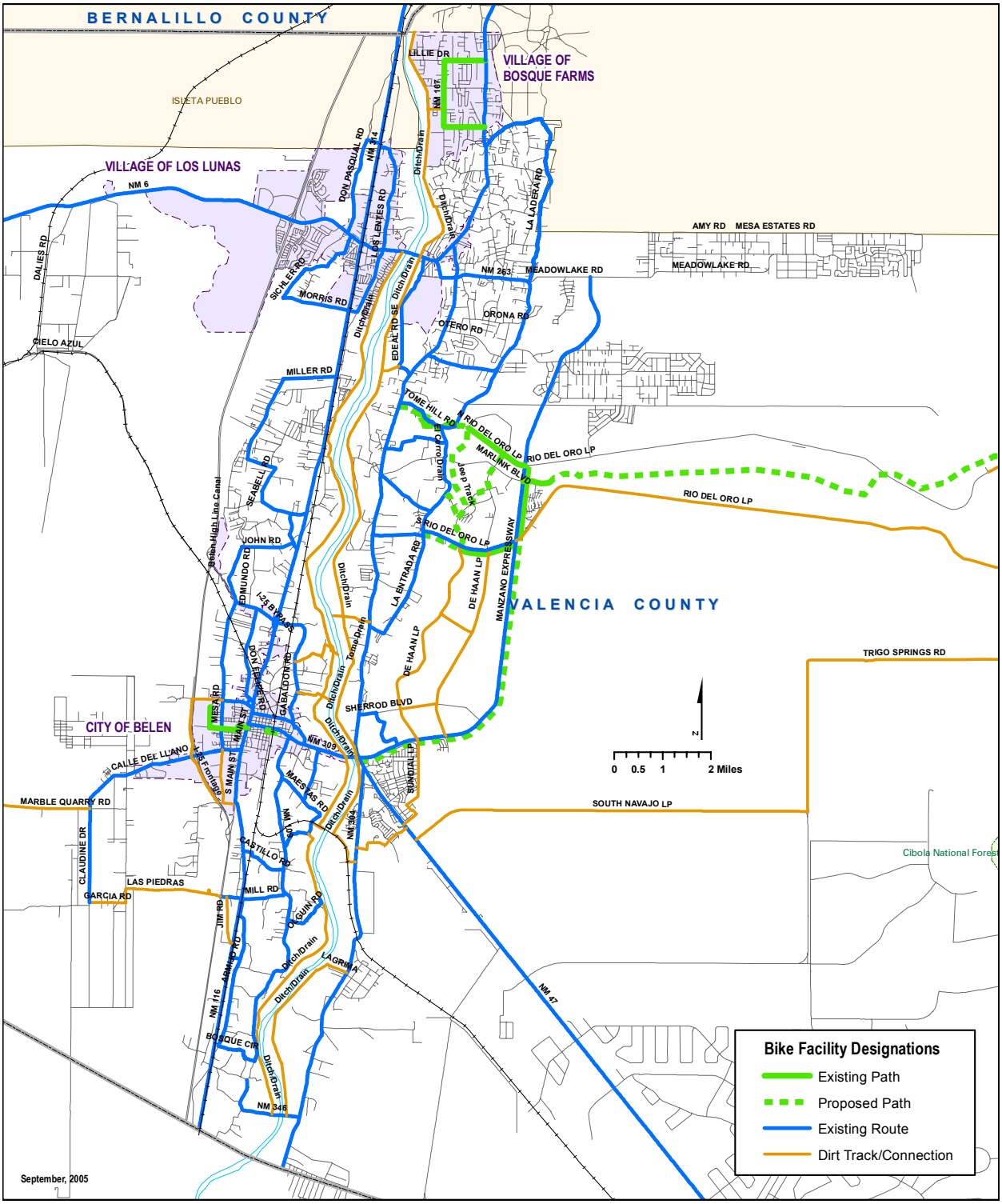

Figure 11. Proposed Bicycle/Pedestrian Facilities

Table 13. Summary of Mileage – Proposed Bicycle/Pedestrian Facilities

Existing Dirt Tracks/ Connections	24.04
Existing Path	9.03
Existing Route	199.51
Proposed Path	17.76
Total	247.42

A number of the proposed bicycle and pedestrian facilities identified in Figure 11 are in the process of being developed (the Bosque Trail, Rio del Oro pathways, etc.). However, additional funding will be needed to complete all of the facilities shown on the map.

Several projects related to the bicycle network are being proposed in this Plan, they are:

- Becker Avenue Trail, Main Street to 1st Street
- Bicycle/pedestrian paths – East Mesa (new facilities)
- Bicycle Route Signage Study and Implementation. Fund and complete a study of the bicycle routes identified on the proposed bicycle/pedestrian facilities map which identifies those facilities which can be safely signed as routes. Signage should be put in place as soon as possible. The remaining facilities should be brought up to route condition as soon as possible as part of upcoming roadway projects.
- Bosque Trail project (includes equestrian facilities)
- Belen North Main, NM314 to I-25 (new paths)
- Pedestrian connection between Belen Railrunner platform and Becker Street

Equestrian

In 2002, Valencia County ranked number four in New Mexico for number of horses and ponies, immediately behind Bernalillo County. These numbers indicate a substantial equine community, with a corresponding need for appropriate equestrian facilities.

The Equestrian proposal was developed using the bicycle and pedestrian proposal as a basis for discussions with various equestrian groups in the County. It was further refined following a mid-June Equestrian Planning workshop and reflects discussions with equestrians throughout the county. The proposal in Figure 12 shows the outcome of these meetings. It is intended to form an integral part of the transportation network in Valencia County, regardless of any final decisions regarding roadway options. The Village of Bosque Farms has appointed a Bosque Farms Horse Trails Committee. This Committee is in the process of identifying equine pathways throughout the Village. When this work is completed, the results are expected to be incorporated into the Equestrian Facilities Map.

A number of planning projects related to the equestrian network are being proposed in this Plan. They are:

- Access Point Retrofit Project. Provide funding to retrofit access points to equestrian facilities. This would include providing access for horse carts by either providing gate keys for carts or identifying another approach at strategic locations throughout the system. In addition, the construction of future access points should incorporate features which enhance, rather than diminish, equestrian access.
- Equestrian Crossing Study. In acknowledgement of the rural character of the County, and to enhance and preserve the equestrian uses currently still available in the area, crossings for equestrian users should be provided at key locations. It is recommended that an additional study be funded and completed to identify key points where such crossings can be placed, both across major roadways such as NM314 and NM47, and across the drainage network into the Bosque.
- Trail Etiquette Signs. Where bicyclists and equestrians must share the space, signs should be installed reminding all users of proper trail etiquette.
- Trailhead/Trail System Feasibility Study. Fund and complete a feasibility study that addresses the establishment of trailheads and a designated trails system. The study would explore the concept in more detail, develop a conceptual plan, as appropriate, and identify potential funding sources for implementation. A system of trails could include signs explaining trail etiquette as well as information about biological and historic context. The results of this study would be prioritized based on the connection of the proposed trailheads and trails with other projects in the county. Another outcome could be a trails map for Valencia County that identifies the trailheads and, trail network and provides an historic perspective (Camino Real, Tome Hill, Abo Trail, Peralta Civil War site), Bosque, Manzano's, etc.) for the areas in which people are bicycling, walking and riding.
- ATV Area Study. Complete a study which identifies appropriate, separate areas for ATV users, apart from those provided for bicyclists and equestrians.
- Bosque Trail project (includes bicycle/pedestrian facilities)

Public Transportation

The public transportation network proposed by the Mobility Plan is shown in Figure 13. This map reflects the concept of providing for an extensive public transportation network in the County. The service concept includes vans or small buses that would shuttle people from neighborhoods to bus transfer stations/park and rides. Larger buses would then provide service along major roadways to riders' destinations, including the commuter rail stations. The commuter rail service will provide service between Belen and Los Lunas and the South Valley and Albuquerque, and north as far as the Town of Bernalillo. Stations will be located at NM314 and Courthouse Road in Los Lunas and in the northeast quadrant of Reinken Avenue and the railroad tracks in Belen. Parking will be provided at each location.

Figure 14 reflects the concept for an optimum public transportation network for Valencia County. Final route and service decisions for actual implementation in the near term will be made in 2006, following an extensive planning and outreach effort throughout the County. The service plan may also address potential ridesharing opportunities.

A technical analysis of this transit proposal was developed using the transportation accessibility model (TRAM). TRAM can assess different levels of accessibility and mobility in

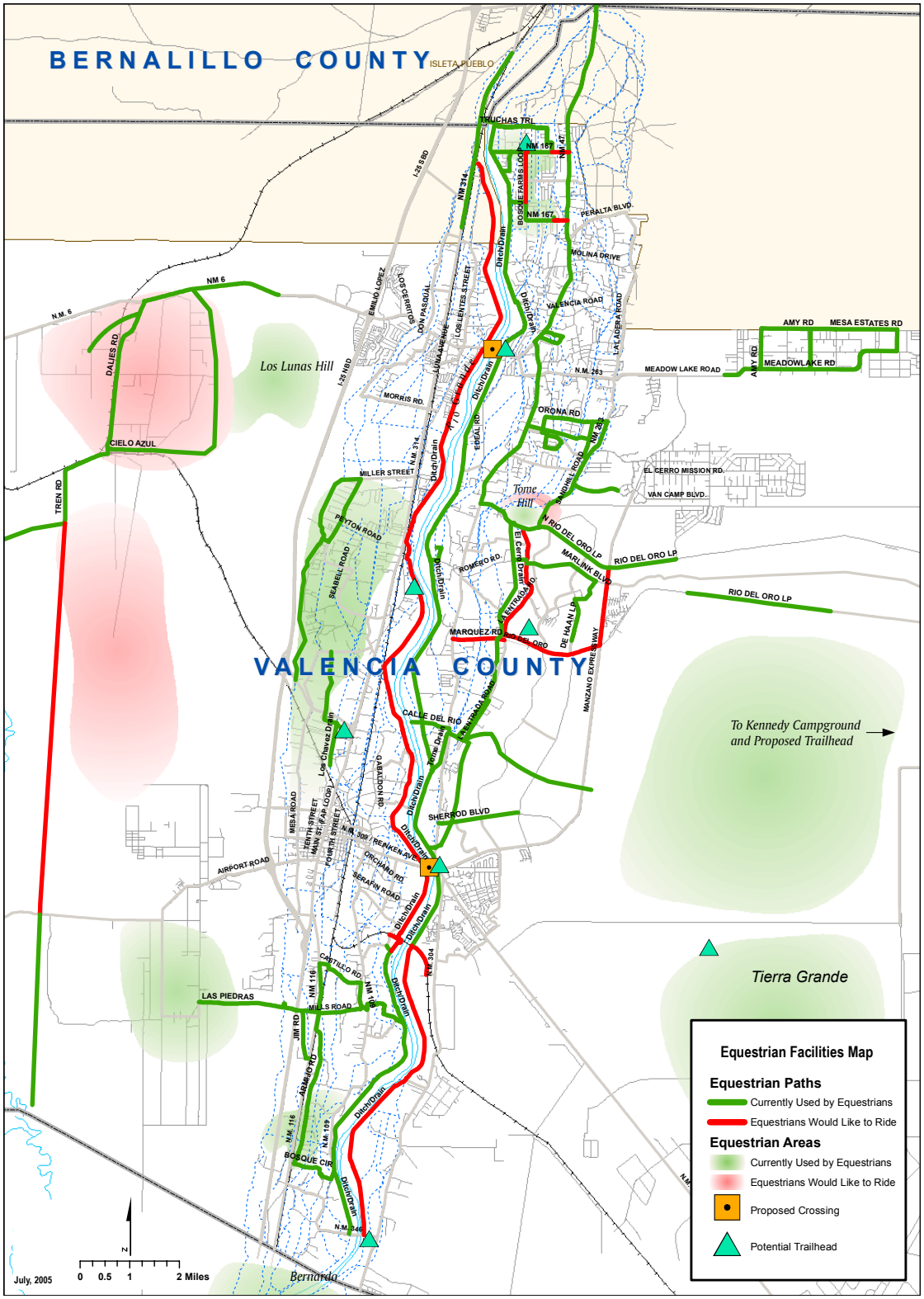

Figure 12. Proposed Equestrian Facilities

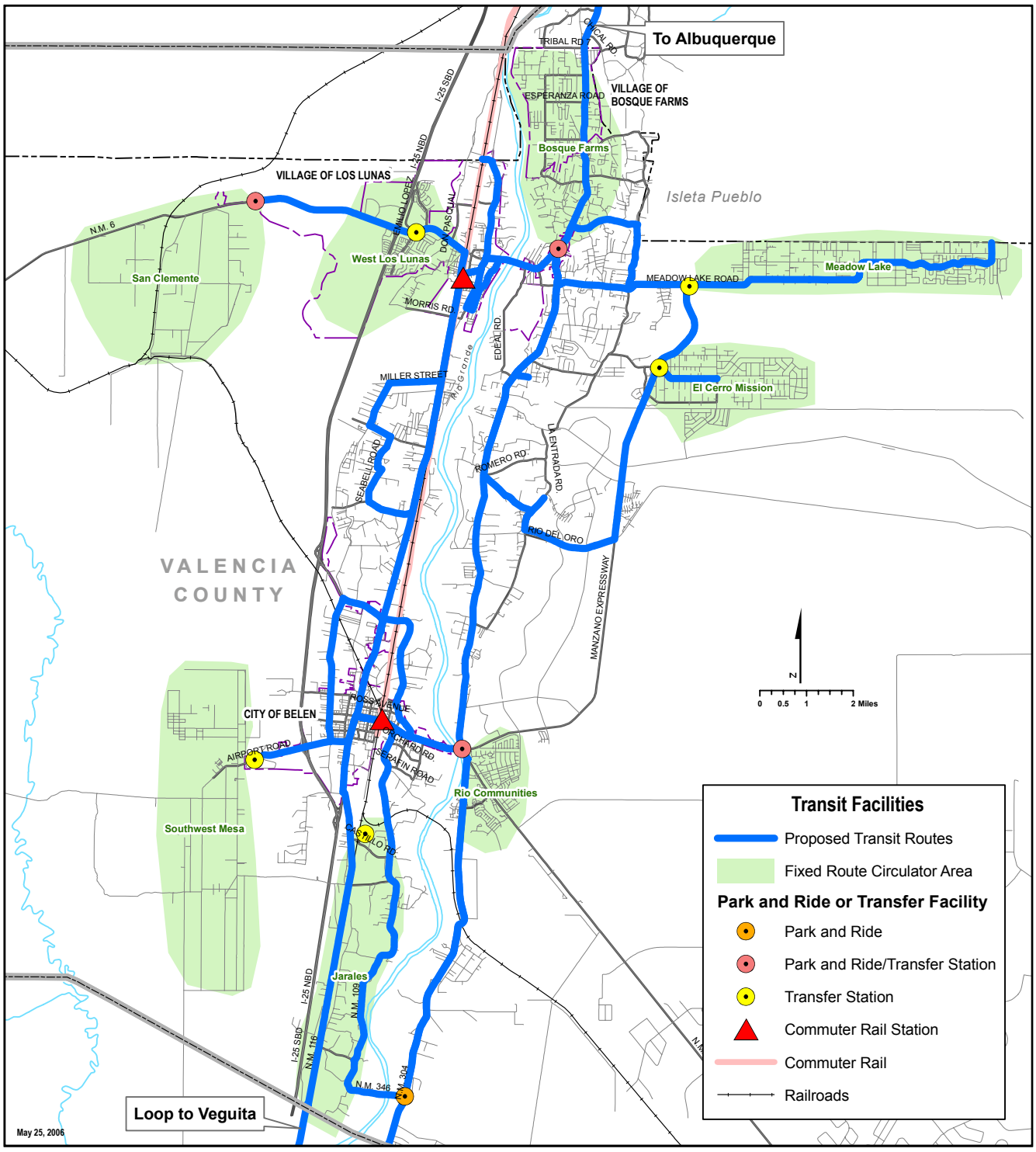

Figure 13. Proposed Public Transportation Network

the region and show the accessibility of a particular transit stop for people driving, bicycling or walking. In this case, the focus was on the proposed transfer points in the County.

The TRAM analysis indicates that:

- 44.8% of the Valencia County Hispanic population lives within 10 minutes or less from a transfer point by auto
- 23.6% of the county's low income people live within 10 minutes or less from a transfer point by auto
- 55.4% of people ages 65 and over live within 10 minutes or less from a transfer point by auto

An analysis was also completed for a ten minute bicycle trip from or to the proposed transfer locations. This analysis produced the following information:

- Approximately 40% of the non-minority people in the County are within a 10 minutes bike ride from a transfer location
- 35% of Hispanics live within 10 minutes or less from a transfer location
- Around 32% of people 65 and over live within 10 minutes or less of a transfer location

A similar analysis for a 10 minute walk from the proposed transfer locations indicates:

- Almost 2% of the non-minority population reside within a ten minutes walk from a transfer location
- 1.4% of the Hispanic population live within a ten minute walk from a public transit transfer location
- 1.5% of people 65 years old or more live within a 10 minutes or less walking distance from a transfer location

Rail and Aviation

Along with the public transportation system identified in Figure 13, the Mobility Plan assumes completion of the Commuter Rail project and railroad crossing upgrades in Belen and south to Socorro. Planning for these projects is underway and funding has been provided for them through the state funding process.

In addition, the Belen Alexander Municipal Airport anticipates additional growth at and near its current location, as the aviation industry continues to develop in the State and region. In light of this and other growth anticipated on the County's West Mesa, the Plan is recommending that the development of the Long Range Roadway System study include a roadway network on the West Mesa adequate to growth at the airport as well as the anticipated industrial and residential development in that area.

Roadway System

A number of different options were initially considered for the roadway element of the Mobility Plan. The responses to these options during the comment period were taken into consideration when the final Plan was developed.

The final roadway proposal presented here addresses several aspects of the roadways in Valencia County. One of these is roadway capacity to provide relief for current and future traffic congestion. Another is the need to provide information to travelers in a proactive manner about traveling conditions. In addition, the physical condition of current roadways must be addressed through a Reconstruction/Paving program. This would include roadways that are currently dirt or

gravel and that need to be paved in order to function appropriately. It is especially critical that roads used as school bus routes be paved as soon as possible. While certain roadways need immediate attention, it is also imperative that a Roadway Maintenance Data system be put in place so that facilities in need of repaving can be identified systematically in the future. Each of these issues is addressed in the following proposal.

Roadway Capacity Proposal

Following extensive public input[4], a recommended approach to the roadway capacity issue has been developed. This recommendation is shown graphically in Figure 14.

The result of this recommendation on roadway congestion was evaluated using MRCOG's travel forecasting model. The outcome of that analysis is shown in Figure 15. As can be seen, this proposal essentially eliminates congestion in the County by 2025, except for those portions of NM314 and NM47 through Bosque Farms and across the Isleta Pueblo. If the Pueblo wishes to address these issues, additional discussions and planning efforts will be necessary.

This recommendation takes into consideration the input received during the public review as well as the results of the travel model forecasts produced before and following public review. For each roadway project, every effort should be made to develop context sensitive solutions that reduce negative impacts to the County's communities and rural atmosphere.

The Plan makes the following roadway capacity recommendations:

By 2015, complete the following roadway projects:

- Expand NM263/Meadowlake Road to 4 lanes between NM6 and a point approximately 2 miles east of Manzano Expressway (Map reference #1)
- Expand Manzano Expressway to four lanes between Meadowlake and South Rio del Oro loop (Map reference #2)
- Expand NM47 to a four lane rural section, with a middle turn lane, from Wolfe Lane south to Tome Hill Road (Map reference #3)
- Add a center turn lane to NM47 between Tome Hill Road and River Road (Map reference #4)
- Construct a new I-25 access point in the vicinity of Morris/Miller Road and connect it to a four-lane east-west river crossing which extends east to Manzano Expressway in the vicinity of South El Cerro Loop. The initial study for this East/West corridor should evaluate the potential for this ultimate alignment to lie anywhere between Miller and Morris Roads. The transportation corridor study and project development process for this corridor will identify a specific alignment, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities. (Map references #5 and #6)
- Construct a two-way frontage road on the west side of I-25 between NM6 and the north Belen interchange (Map reference #7)
- Complete an alignment study to identify the right-of-way for a two-way frontage road on the east side of I-25 between NM6 and the north Belen interchange (map reference #18)

[4] The public review process is documented in Public Involvement Record – Valencia County Mobility Plan (P-06-01)

- Expand the north Belen interchange to a full interchange providing access to the west (Map reference #8)
- Add a center turn lane to NM47 between Peralta Road and Valencia Road (Map reference #34)
- Add two lanes to NM6 between I-25 and a point approximately four miles west Map reference #14)
- Valencia/Peralta Subarea Study. Complete a subarea transportation study, and implement the findings, for the area bounded by Peralta Road, Valencia Road, and La Ladera, and of La Ladera south to NM263. The study will use context sensitive solutions to address current and projected traffic volumes as well as issues such as safety and community cohesiveness. (Map reference #10)
- Design and implement the initial phases of an Intelligent Transportation System for Valencia County that ties into the Albuquerque area ITS network and provides County residents with information about travel conditions throughout the region.
- Tome/Adelino/Manzano Expressway Subarea Study. Complete a subarea study that addresses transportation needs in the area bounded by NM47 on the west, Manzano Expressway on the east, River Road on the south, and Patricio Road on the north. The study will seek to identify transportation routes that reduce traffic impacts to communities along this portion NM47, and will use context sensitive solutions to address current and project traffic volumes, as well as issues such as safety and community cohesiveness. (Map reference #11)
- Add two additional lanes to I-25 north of NM6 to Gibson Boulevard (Map reference #21)
- Add a center turn lane to NM47 between Bosque Farms and I-25. (Map reference #13)
- Add two lanes to El Cerro Mission Road between El Cerro Loop Road and Manzano Expressway. (Map reference #15)

By 2025, complete the following roadway projects

- Corridor study to address a potential I-25 access point approximately 2 miles north of the north Belen interchange and connect it to a four-lane east/west river crossing that extends to NM47 in the vicinity of Marquez Road, and construction as determine appropriate by the study. The transportation corridor study and project development process for this corridor will identify a specific alignment, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities. (Map references #16 and 17)
- Construct a two-way frontage road on the east side of I-25 between NM6 and the north Belen interchange (Map reference #18)
  Corridor Study to address potential expansion of the northern end of Gabaldon Road to four lanes and extend the road east across the river to La Entrada, and construction as determined appropriate by the study. The transportation corridor study and project development process for this corridor will identify a specific alignment, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities. (Map references #19 and 20)

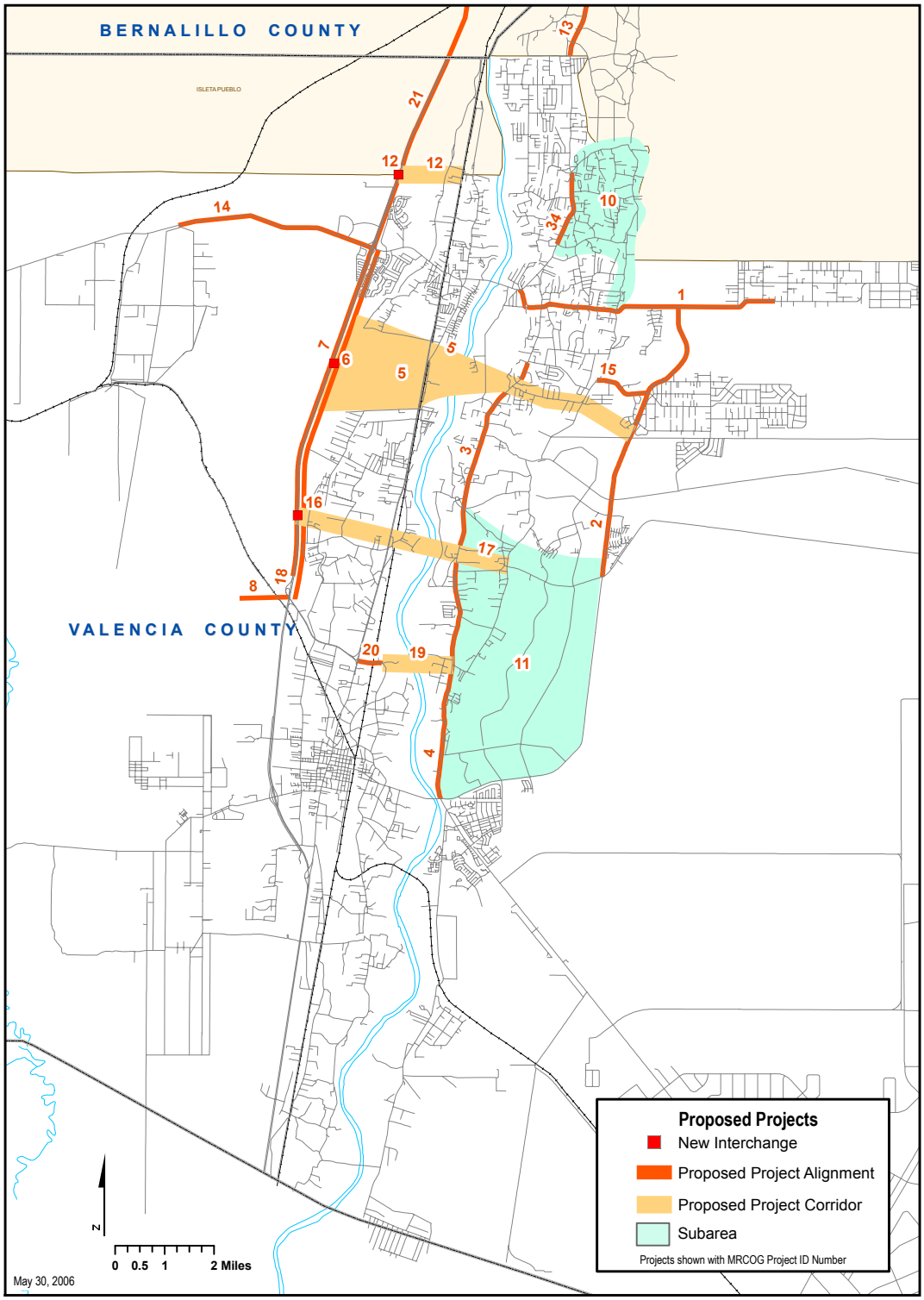

Figure 14. Proposed Roadway Facilities for Valencia County Mobility Plan

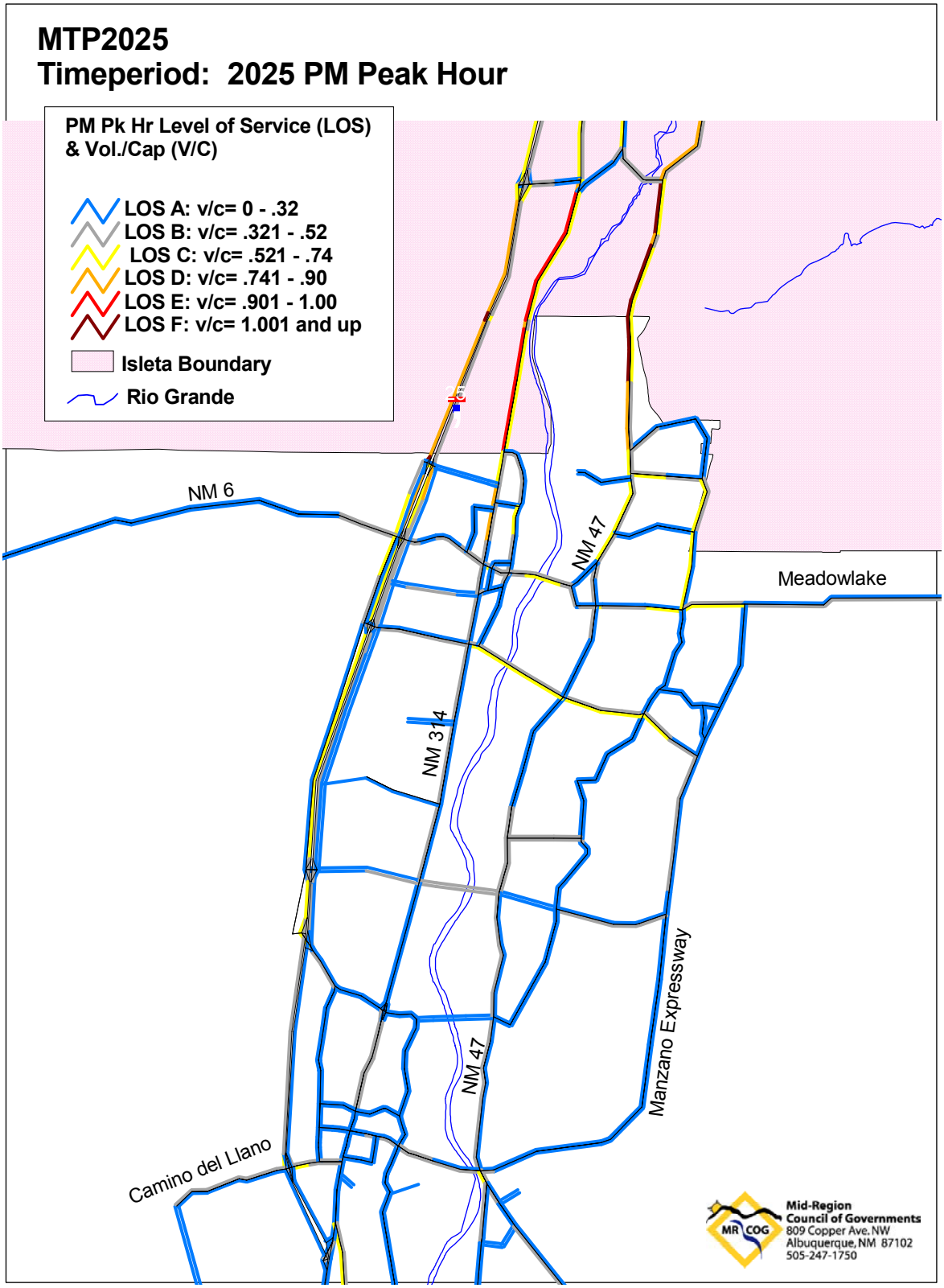

Figure 15. Impact On Congestion Due To Proposed Roadway Facilities

- Complete implementation of an Intelligent Transportation System for Valencia County
- Construct a new I-25 access point at the southern boundary of Isleta Pueblo and connect it to a four-lane road which extends east to NM314. (Map reference #12)

These recommendations are being made as a result of the sketch level planning effort that is typically completed during development of a long range transportation plan. A sketch level planning effort takes into consideration current and future levels of traffic, what is known about the community, estimates of current right-of-way and a general assessment of the potential impact of a proposal. Estimated costs for each project (in the Financial Plan section) were identified in the same way. Each project will require additional public involvement, study and engineering analysis to determine the true feasibility, total cost, and exact details (including alignments) for that proposal. Suggested lead agencies for each project are not being identified at this time.

Reconstruction/Paving Proposal

The following roads are being proposed to be newly paved, repaved or rehabilitated with the current number of lanes between now and 2015. This list was developed based on input from local government staff and officials. Many of these roadways are school bus routes. The school district information is provided for these facilities. Reconstruction/paving projects for the 2016-2025 time frame have not been identified, although funding for roadway paving and rehabilitation has been included in the financial information in Table 21.

- AT&T Roadway, NM6 to Gallo Road (Los Lunas School District bus route)
- Belen North Main, Phase IV, Aragon to NM314 (drainage and lighting) (Belen School District bus route)
- Ben San Avenue, Sonnenburg Loop to Sonnenburg Loop (Belen School District bus route)
- Bonita Vista Boulevard, North Rio del Oro Loop to Monterey Blvd (Los Lunas School District bus route)
- Bosque Farms subarea (contains Los Lunas School District bus routes)
- Camino del Llano, I-25 west to Airport (Belen School District bus route)
- Chughole Lane, McNew Road to NM47 (Los Lunas School District bus route)
- Claudine Drive, Garcia Road to Marble Quarry Road north
- Conejo Road, Gallo Road to Corriente Road (Los Lunas School District bus route)
- Dalies Road, Gallo Road to NM6 (Los Lunas School District bus route)
- Don Jacobo/Monica Road, NM47 to NM263 (Los Lunas School District bus route)
- Edeal Road, NM6 to NM47 (Los Lunas School District bus route)
- El Cerro Loop, NM263 to South El Cerro Loop (Los Lunas School District bus route)
- Fire Station Road, NM263 to Otero Road (Los Lunas School District bus route)
- Gabaldon Road, NM314 to River Road (Belen School District bus route)
- Greer Road, Camino del Llano to north end of Greer Road (Belen School District bus route)
- Harrison Road, Camino del Llano to southern end of Harrison
- Highland Meadows subarea (contains Los Lunas School District bus routes)

- High Mesa Road, western end of High Mesa to Meadowlake Road (Los Lunas School District bus route)
- I-25/NM6 (reconstruction) (Los Lunas School District bus route)
- James Street, I-25 Frontage Road to El Cielo (Belen School District bus route)
- Jarales Road, River Road to NM346 (Belen School District bus route)
- Jerome Road, Monica Road to La Ladera (Los Lunas School District bus route)
- La Entrada Road, South of Romero Road to North of Romero Road (Los Lunas School District bus route)
- La Ladera, Peralta Boulevard to NM263 (Los Lunas School District bus route)
- Los Cerritos Drive, NM47 to Fire Station Road (Los Lunas School District bus route)
- Manzano Expressway, Van Camp Boulevard to NM47/River Road (Los Lunas School District and Belen School District bus route)
- Manzano View, Meadowlake Road to Meadowlake Road (Los Lunas School District bus route)
- Meadowlake Road, La Ladera/El Cerro Loop to Manzano View (Los Lunas School District bus route)
- Mesa Road, I-25 Bypass to Cannon Road (Belen School District bus route)
- Molina Road, NM47 to La Ladera (Los Lunas School District bus route)
- Monterey Boulevard, Manzano Expressway to Bonita Vista (Los Lunas School District bus route)
- Monterey Park subarea (contains Los Lunas School District bus routes)
- NM6/Desert Willow (intersection improvements) (Los Lunas School District bus route)
- NM6/Emilio Lopez (intersection improvements) (Los Lunas School District bus route)
- NM6/Los Cerritos (intersection improvements) (Los Lunas School District bus route)
- NM6/Los Lentes Road (intersection improvements) (Los Lunas School District bus route)
- NM6/NM47 (intersection improvements) (Los Lunas School District bus route)
- NM6/NM263 (intersection improvements) (Los Lunas School District bus route)
- NM6/NM314 (intersection improvements) (Los Lunas School District bus route)
- NM314, Main Street to north Los Lunas village limits (reconstruction) (Los Lunas School District bus route)
- Peralta Boulevard, NM47 to La Ladera (Los Lunas School District bus route)
- Sonnenburg Loop, NM304 to Storey Avenue (Belen School Bus Route)
- Storey Avenue, Sonnenburg Loop to Sonnenburg Loop (Belen School Bus Route)
- Tome Hill Road, Keeney Road to Sand Hill Road
- Valencia Road, NM47 to La Ladera (Los Lunas School District bus route)
- Vegas Road, NM47 to Monica Road (Los Lunas School District bus route)

Some of these roadways are also being proposed to be widened with additional lanes (see the Roadway Capacity Proposal). Regardless of the final decision regarding the widening proposals, improvements to these pavements are needed. It is anticipated that the rehabilitation/repaving work would go forward even if it is decided not to add additional lanes.

Cost estimates for each of these recommendations are provided as part of the Financial Plan section.

Roadway Maintenance Proposal

Even with the preliminary data shown above, it is clear that roadway maintenance is a major concern in Valencia County. The data necessary for a full assessment of the need is lacking. The information that is available shows that current funding levels are inadequate to maintain roads at current conditions, and fall far short of the levels needed to reach and maintain optimum pavement conditions.

The Valencia County Mobility Plan recommends that a set of data similar to that already in place for the Los Lunas, Belen and NMDOT facilities be developed for each of the other municipalities and the unincorporated County. The cost for such a data collection effort is estimated at $100,000. In addition, maintaining this data could be expected to cost approximately $10,000 a year. This would include updating the data on a regular basis and providing local jurisdictions with access to the database.

It is also recommended that the various jurisdictions work together to identify and pursue funding sources for increased roadway maintenance, including paving for critical existing dirt and gravel roads.

Within the jurisdiction of Valencia County, it is recommended that the County take a county-wide approach to identifying, prioritizing and funding maintenance needs. The funds that are currently distributed on a district-by-district basis could then be used to leverage access to additional funds.

FINANCIAL PLAN

Cost Assumptions

A detailed transit service plan is expected to be developed in 2006. The service plan will include an estimate of the cost of service for public transportation throughout the County. This estimate will take into consideration the anticipated number of operating hours per year, number of vehicle miles of travel, a staffing factor for bus drivers and mechanics, maintenance facility needs, type of vehicles, vehicle fuel sources, support personnel needed, etc. Because this work has not yet been completed, no cost estimate for transit service is being provided as part of the Mobility Plan. The public transportation proposal identified in the Plan will provide a basis for developing the service plan.

The cost assumptions for roadway and other projects are shown in the tables below. These unit costs are based on information received from adjacent counties for similar types of projects. These project unit costs were used to develop rough estimates of project costs. They are for construction only, and do not include engineering studies or right-of-way costs.

Table 14. New Roadway Lanes/Major Reconstruction

Section Type	Soil Type	Approximate Cost per Lane Mile*	Notes
Rural section	Sandy soil	$160,000-200,000	Includes 2" asphalt dust mats, signs, minor culvert crossings and borrow ditches on both sides. Doesn't include driveways
	Clay (poor) soil	$240,000-300,000	Includes 3" base course, and 2" asphalt paving mat. Large arroyos will increase costs due to culverts and earthwork.
	Valley soil	$600,000	Includes 6-7" base course and 2" asphalt paving mat. Most difficult and expensive because soil is structurally soft and contains a substantial amount of clay.
Urban section		$1,500,000	New construction
		$2,000,000	Reconstruction and additional lanes

* Does not include costs for engineering studies or right-of-way

Table 15. Other Roadway Projects

Type of Project	Approximate Cost
Corridor Studies	$710,000
Intersection reconstruction	$710,000
Interstate Interchange (Diamond point)	$15,000,000

Table 16. Roadway Rehabilitation and Maintenance

Type of Project	Approximate Cost per Lane Mile
Roadway	$145,000
Interstate	$250,000

Table 17. Bicycle/Pedestrian/Equestrian

Type of Project	Approximate Cost per Mile*
Off-Road Bicycle/Pedestrian/Equestrian Trail	$214,000
On-Road Bike Lane	$620,000
Bike/Pedestrian Overpass	Per structure: $1,425,000

* Does not include costs for engineering studies or right-of-way

Estimated Project Costs

The following tables identify the proposed projects for the bicycle/pedestrian, equestrian and roadway elements of the Valencia County Mobility Plan, along with a cost estimate for each project. The cost estimates here are rough estimates that have been calculated based on the cost per mile assumptions discussed above. These estimates will need to be revised as more accurate assessments are developed for each project. Where more accurate cost estimates have been identified for a project, the refined estimates have been used in this table.

Table 18. Proposed Projects for Valencia County Mobility Plan

Proposed Bicycle, Pedestrian and Equestrian Projects – 2005-2015

Facility	From	To	Length	Project Description	Cost Estimate
Access point retrofit project				Equestrian – Access	$30,000
ATV area study				Planning	$20,000
Becker Avenue Trail	Main Street	1st Street		Bike/Ped – Rehabilitate	$900,000
Belen Railrunner Station Access	Railrunner Station	Becker Avenue	.29	Pedestrian – New facility	$1,100,000
Bicycle/Pedestrian Paths - East Mesa			8.88	Bike/Ped/Equestrian - New paths	$1,900,320
Bicycle Route Signage				Bike/Ped – Signs	$10,000
Bicycle Route Signage Study				Bike/Ped – Planning	$20,000
Bosque Trail	Isleta boundary	South of River Road bridge	17.90	Bike/Ped/Equestrian - New paths	$3,830,600

Facility	From	To	Length	Project Description	Cost Estimate
Equestrian crossing study				Equestrian – Planning	$20,000
Trail etiquette signs				Equestrian – Signs	$10,000
Trailhead/Trail System Feasibility Study				Equestrian - Planning	$30,000
				Total	$7,870,920

Proposed Bicycle, Pedestrian and Equestrian Projects – 2016-2025

Facility	From	To	Length	Project Description	Cost Estimate
Bike Path Construction – East Mesa			8.88	Bike/Ped/Equestrian – New paths	$1,900,320
Belen North Main, Phase V	NM314	I-25		Bike/Ped - New paths	$250,000
				Total	$2,150,320

Proposed Roadway Expansion Projects and Studies – 2005-2015

Facility	From	To	Length	Project Description	Cost Estimate
East/West Corridor	I-25 at Morris/Miller Roads	Manzano Expressway	6.26	Roads – New 4 lanes	$10,016,000
El Cerro Mission Road	El Cerro Loop	Manzano Expressway	1.12	Roads – Add 2 lanes	$448,000
I-25	NM6	Gibson Blvd (in Abq.)	4.11	Roads - Add 2 lanes	$16,440,000
I-25 Frontage Road Alignment Study	North Belen Interchange	NM6		Roads - Planning	$100,000
I-25 Frontage Road, West Side	NM6	No. Belen Interchange	6.90	Roads – New 2 lanes, one each direction	$5,520,000
I-25 Interchange at Morris Road				Roads – New interchange	$15,000,000
Intelligent Transportation System Study				Roads – Planning & Implementation	$150,000

Facility	From	To	Length	Project Description	Cost Estimate
Long Range Roadway System Development				Roads – Planning	$25,000
Manzano Expressway	Meadowlake Rd	So. Rio del Oro Loop	6.00	Roads – Add 2 lanes	$12,000,000
NM6	I-25	West 4 miles	4.00	Roads – Add 2 lanes	$1,600,000
NM47	Peralta	Valencia	1.9	Roads – Add middle turn lane	$10,300,000
NM47	Tome Hill Road	River Road	7.55	Roads – Add middle turn lane	$755,000
NM47	Village of Bosque Farms	I-25	6.08	Roads – Add middle turn lane	$608,000
NM47	Wolfe Lane	Tome Hill Road	1.81	Roads – Add 2 lanes and middle turn lane (rural design)	$10,000,000
NM263/Meadowlake Road	NM6	2 miles east of Manzano Expressway	5.5	Roads – Add 2 lanes	$2,200,000
North Belen Interchange	I-25	West 1 mile	1.00	Roads – Expanded interchange	$15,000,000
Peralta/Valencia Subarea Study				Transportation needs /mitigation study	$150,000
Roadway Condition Data Development				Roads – Planning	$100,000
Roadway Condition Data Maintenance 2005-2015				Roads – Planning	$121,000
Tome/Adelino/ Manzano Expressway Subarea Study				Transportation Needs/Mitigation Study	$150,000
				Total for 2005-2015	$100,683,000

Proposed Roadway Expansion Projects and Studies – 2016-2025

Facility	From	To	Length	Project Description	Cost Estimate
East/West Corridor	I-25 north of Belen	NM47 near Marquez Road	4.40	Roads - New 4 lanes	$7,040,000
East/West Corridor North	I-25 approx. 1 mile north of NM6	NM314	1.26	Roads – New 4 lanes	$504,000
Gabaldon Road	NM314	Southern East/West Corridor	0.50	Roads - Add 2 lanes	$200,000
I-25 Interchange approx 1 mile north of NM6				Roads – New interchange	$15,000,000
I-25 Interchange 2 miles north of Belen				Roads - New interchange	$15,000,000
I-25 two-way frontage road, east side	NM6	No. Belen Interchange	7.35	Roads - New 2 lanes	$5,880,000
Intelligent Transp. System Implementation				ITS Implementation	$250,000
Roadway Condition Data Maintenance 2016-2025				Roads - Planning	$110,000
Southern East/West Corridor	Gabaldon Road	La Entrada	1.43	Roads - New 4 lanes	$2,288,000
				Total for 2016-2025	$46,272,000

Proposed Roadway Rehabilitation/Paving Projects -- 2005-2015

Roadway	From	To	Project Description	Mileage	Cost Estimate
AT&T Roadway	NM 6	Gallo Road	Pave	0.04	$12,800
Belen North Main, Phase IV	Aragon	NM314	Drainage and lighting		$1,500,000

Roadway	From	To	Project Description	Mileage	Cost Estimate
Ben San Avenue	Sonnenburg Loop	Sonnenburg Loop	Pave	0.72	$230,400
Bonita Vista Boulevard	North Rio del Oro Loop	Monterey Boulevard	Pave	1.74	$556,800
Bosque Farms Subarea	Roads throughout		Rehabilitate	34.1	$40,920,000
Camino del Llano	I-25	west	Rehabilitate		$2,000,000
Chughole Lane	McNew Road	NM47	Rehabilitate	1.01	$1,212,000
Claudine Drive	Garcia Road	Marble Quarry Road north	Pave	1.95	$624,000
Conejo Road	Gallo Road	Corriente Road	Pave	0.74	$236,800
Dalies Road	Gallo Road	NM6	Pave	3.12	$998,400
Don Jacobo/Monica Road	NM47	NM263	Rehabilitate	2.06	$2,472,000
Edeal Road	NM6	NM47	Rehabilitate	2.7	$3,240,000
El Cerro Loop	NM263	South El Cerro Loop	Rehabilitate	2.01	$643,200
Fire Station Road	NM263	Otero Road	Rehabilitate	1.26	$1,512,000
Gabaldon Road	NM314	River Road	Rehabilitate	3.19	$3,828,000
Greer Road	Camino del Llano	North end of Greer Road	Pave	2.05	$656,000
Harrison Road	Camino del Llano	Southern end of Harrison	Pave	4.81	$1,539,200
Highland Meadows subarea	Roads throughout		Pave	40.6	$12,992,000
High Mesa Road	western end of High Mesa	Meadowlake Road	Rehabilitate	2.6	$832,000
I-25/NM6			Reconstruction		$9,700,000
James Street	I-25 Frontage Road	El Cielo	Pave	2.5	$800,000
Jarales Road	River Road	NM346	Rehabilitate	7.68	$9,216,000
Jerome Road	Monica Road	La Ladera	Rehabilitate	1.08	$1,296,000

Roadway	From	To	Project Description	Mileage	Cost Estimate
La Entrada Road	South of Romero Road	North of Romero Road	Pave	0.1	$32,000
La Ladera	Peralta Boulevard	NM263	Rehabilitate	3.56	$1,139,200
Los Cerritos Drive	NM47	Fire Station Road	Rehabilitate	0.31	$372,000
Manzano Expressway	Van Camp Boulevard	NM47/River Road	Rehabilitate	9.82	$3,142,400
Manzano View	Meadowlake Road	Meadowlake Road	Rehabilitate	1.74	$556,800
Meadowlake Road	La Ladera/El Cerro Loop	Manzano View	Rehabilitate	8.4	$2,688,000
Mesa Road	I-25 Bypass	Cannon Road	Rehabilitate	4.23	$2,030,400
Molina Road	NM47	La Ladera	Rehabilitate	2.14	$2,568,000
Monterey Boulevard	Manzano Expressway	Bonita Vista	Pave	1.6	$512,000
Monterey Park Subarea	Roads throughout		Pave	5.73	$1,833,600
NM6/Desert Willow			Roads - Intersection Improvements		$555,000
NM6/Emilio Lopez			Roads - Intersection Improvements		$600,000
NM6/Los Cerritos			Roads - Intersection Improvements		$150,000
NM6/Los Lentes Road			Roads - Intersection Improvements		$710,000
NM6/NM47			Roads - Intersection Improvements		$710,000
NM6/NM263			Roads - Intersection Improvements		$200,000

Roadway	From	To	Project Description	Mileage	Cost Estimate
NM6/NM314			Roads - Intersection Improvements		$710,000
NM314	Main Street	north LL village limits	Reconstruction		$2,100,000
Peralta Boulevard	NM47	La Ladera	Rehabilitate	1.36	$1,632,000
Sonnenburg Loop	NM304	Storey Avenue	Pave	1.87	$598,400
Storey Avenue	Sonnenburg Loop	Sonnenburg Loop	Pave	0.75	$240,000
Tome Hill Road	Keeney Road	Sand Hill Road	Rehabilitate	1.02	$1,224,000
Valencia Road	NM47	La Ladera	Rehabilitate	1.48	$1,776,000
Vegas Road	NM47	Monica Road	Rehabilitate	0.93	$1,116,000
				Total	$124,213,400

Revenue Estimates and Resource Gap

Table 19 shows the revenue estimates discussed in the Future Conditions section, with the addition of the Bosque Trail and Commuter Rail funding. This table also provides the total cost estimates for each type of project identified in Table 18.

Current expenditures for public transportation are not taken into account in this estimate of resources, because comparable figures for future public transportation needs have not yet been developed. This issue is anticipated to be addressed during development of the RTD service plan in during 2006.

This table clearly shows a gap between anticipated resources for transportation in the county and transportation needs. Because so many facilities are currently in a degraded condition, the need in the near term is greater than that in the 2016-2025 timeframe. While the need in 2016-2025 is over four times the resources currently available, the need in the 2006-2015 timeframe is over two and a half times higher than anticipated revenues.

Table 21. Summary of Revenue Estimates and Project Cost Estimates

Revenue Estimates	FY2006-2015	FY2016-2025	Totals
State and Federal Funding for Specific Projects (includes Bosque Trail funding)	$25,145,000	$26,994,000	$52,139,000
Local funding for projects	$5,767,000	$7,030,000	$12,796,000
Roadway Maintenance*	$12,318,000	$15,016,000	$27,335,000
Commuter Rail Implementation	$25,000,000		$25,000,000
Total Anticipated Resources	$65,230,000	$49,040,000	$114,270,000
Project Cost Estimates	**FY2006-2015**	**FY2016-2025**	**Totals**
Bicycle/Pedestrian and Equestrian	$7,870,920	$2,150,320	$10,021,240
Roadway – Rehabilitation/Paving	$122,713,400	$60,000,000	$182,713,400
Roadway – Expansion Projects and Studies	$100,683,000	$46,272,000	$156,395,000
Roadway Maintenance at Current Levels*	$12,318,000	$15,016,000	$27,335,000
Commuter Rail Implementation	$25,000,000		$25,000,000
Total Anticipated Cost	$286,585,320	$123,438,320	$401,463,640
Resource Gap	$203,355,320	$74,398,320	$287,193,640

*Does not include funding for maintenance of NMDOT facilities

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NEXT STEPS

The comment period for the Public Review Draft of the Valencia County Mobility Plan ended on Wednesday, November 30, 2005. At that point, MRCOG staff compiled the comments and provided a report to the Steering Committee along with a set of recommendations on ways to respond to the comments. Modifications to the draft Plan were made as a result.

The Steering Committee also took the public comments into consideration as they completed a final review of the draft Mobility Plan. This Final Draft Mobility Plan was presented to each of the local governments for their formal action. During this process, local governments requested modifications to the Plan. These revisions were made and the necessary formal actions were taken by local governments. Unanimous approval was received by the following entities:

- Valencia County Commission on February 17. 2006
- City of Belen on February 20, 2006
- Village of Bosque Farms on April 20, 2006
- Village of Los Lunas on May 11, 2006

In each of these actions the Valencia County Mobility Plan was accepted as a primary tool for guiding transportation decisions in Valencia County and the municipalities contained therein.

Following final approval by the local governments, copies of the document were distributed to local and state officials, local libraries and interested citizens. A copy of the final document is also available at www.mrcog-nm.gov.

The majority of the projects included in the Valencia County Mobility Plan are not fully developed at this time. In keeping with State and Federal requirements, further study and public involvement will be necessary prior to actual construction of the various proposals included here. This project-level study and discussion will address issues such as specific alignments, impacts on residents and wildlife, mitigation measures, and actual project design and construction. This additional work on each project will require citizens, planners, and elected officials to continue to work together to assure that the transportation system in Valencia County achieves the goals set forth in this Plan.

As projects are completed, or additional information becomes available, modifications to the contents of this Plan will be needed. To facilitate this, a workshop of elected officials be held each year to review the projects included in this document, and modify the project lists and prioritization as appropriate. In addition, it is recommended that the forecasts used as a basis for developing the Plan be updated at least every five years, and the Plan be reviewed and revised to reflect those modifications. Each of these activities should be subject to a public review and comment period and formal approval of the outcome by each of the local governments.

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APPENDIX A
Steering Committee and Technical Advisory Committee Membership

VALENCIA COUNTY MOBILITY PLAN
STEERING COMMITTEE MEMBERSHIP

Honorable Terese Ulivarri, Councilor, Belen, Committee Chair
Honorable Mary Anderson, Commissioner and Chair, Valencia County, Committee Vice-Chair
Honorable CC Castillo, Councilor, Los Lunas
Honorable Ginger Eldridge, Councilor, Bosque Farms
First Lt. Governor, Isleta Pueblo

VALENCIA COUNTY MOBILITY PLAN
TECHNICAL ADVISORY GROUP
MEMBERSHIP

Valencia County
Ruben Chavez, Planning and Zoning
Dan Trujillo, Road Department

Village of Bosque Farms
Wayne Ake, Mayor

Pueblo of Isleta
Michael Lente, Road Department
Simon Shima, Planning Department

Village of Los Lunas
Betty Behrend, Utilities
Art Mondragon, Community Development
Pearl Lucero, Public Transportation

City of Belen
Richard Baldonado, Community Services
Julie Baca, Planning and Zoning

Los Lunas School District
Robert Coleman, Transportation

Belen School District
Lisa Martinez, Transportation

NM Department of Transportation
Terry Doyle, District 3

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APPENDIX B
Issues of Concern to
Equestrian and Pedestrian and Bicycling Communities

A number of issues were identified during the equestrian meetings as areas of concern. A discussion of each topic, along with suggestions for addressing them is provided below. Many of these areas of concern are also critical to the bicycle and pedestrian community and potential users of the public transportation system. These include security issues, surface conditions on multi-use trails and roadway shoulders, user conflicts, access to the informal acequia system, the lack of formal multi-use trails, and illegal disposal of trash. Addressing these concerns will have a positive impact for more than one portion of the community. Projects to address these issues are proposed in the Mobility Plan

Security Issues. Users indicated that loose dogs chase horses, bicyclists, and pedestrians and create unsafe conditions, drug trafficking creates an unsafe environment, noxious weeds are problematic, and hunting and target practicing in the Bosque are not always done safely. In addition, firecrackers and fireworks create fire hazards and mosquitoes create uncomfortable conditions, potentially unsafe for horses and people.

A number of these concerns can be addressed by increasing the "eyes" on the facilities in question, primarily the Bosque and conservancy district ditches. It is suggested that a method for increasing surveillance of the network be put in place. This could be funded via bridle license fees or an equestrian park concept with day use fees. Another approach would be to implement a neighborhood watch or adopt a trail concept with different user groups taking responsibility for various portions of the network. These approaches could help to enforce fireworks restrictions in sensitive areas such as the Bosque.

Other suggestions were to provide for weed control and mosquito control by spraying, and to enhance safety on Conservancy District facilities by screening key applicants and providing key owners with information about safe practices for multiple uses.

Surface Conditions. Another concern for equestrians is the type and condition of the surface on equestrian facilities. Dirt and sand, not pavement, are the most ideal surface types for equestrian use. Surface condition is also important. Issues here include natural encroachments, such as from prairie dogs creating holes in trails or undermining the sides of trails, and the result of weathering.

During development of off-road systems that are to be used by bicyclists, pedestrians, and equestrians, it will be important to identify the types of surfaces that will be optimum for all users and to strongly consider the potential for separating uses wherever possible (see User Conflicts below). In addition, there should be a standing program for maintaining trail surfaces and notifying users when repairs have created uneven, soft surfaces that are potentially hazardous for equine travel.

User Conflicts. An inherent conflict exists between ATVs, mechanized dirt bikes, and equestrians. To a somewhat lesser extent, these same conflicts come into play when nonmechanized dirt bike and equestrian users share the same facility. The noise of ATVs and mechanized dirt bikes create unsafe conditions for the majority of equestrian users, and the speed with which ATVs and both types of dirt bikes can approach an equine also creates high potential for a startled animal and a hazardous situation.

It is strongly recommended that separate areas be designated for ATV users and that separate facilities be provided for bicyclists and equestrians. Where bicyclists and equestrians must share the space, signs should be installed reminding all users of proper trail etiquette.

Ditch bank Access. With the installation of gates at Conservancy District access points, security has been enhanced. However, this has also reduced access to the ditch banks for some users, primarily those driving horse carts. In addition, the design of some of the equine passages around the gates have created hazards (see Figure B-1). Hazards range from engineering and construction issues to placing alternative passages next to rapidly running water and on narrow passages with steep banks sloping toward the water.

Addressing this issue will require engineering for equestrian use on designated facilities. It is recommended that funding be provided to retrofit all access points for equestrians on equestrian-designated facilities. This would include providing access for horse carts by either providing gate keys for carts or identifying another approach at strategic locations throughout the system. In addition, the construction of future access points should incorporate features which enhance, rather than diminish, equestrian access.

Trash. While the collection and disposal of trash is not strictly a transportation issue, the presence of garbage on ditch bank trails and on the mesa is unsightly and unsanitary. Although trash on the ditch banks has decreased somewhat since the access gates have been installed, it has not been completely eliminated. In addition, garbage dumping on the mesas continues to be an issue of concern.

It is suggested that, in addition to increasing enforcement, the County seek to address this issue in a more systemic way. This could include providing a place to take dead animals, providing cleanup via community service or other mechanisms, expanding hours at the transfer station, or providing a trash-pickup system that is funded by other means than the current approach.

Equestrian Crossings. Access to the current and future system is and will continue to be most available to those persons who live between NM314 and NM47. These two roadways provide major barriers to equestrian users who wish to access the Bosque and the ditch bank network near the Rio Grande. In addition, access to the Bosque itself is limited due to the lack of crossings over the drainage ditches. Even when the ditches are dry, maneuvering these steep, somewhat unstable banks is not an optimal condition for users, especially novice riders.

In acknowledgement of the rural character of the County, and to enhance and preserve the equestrian uses currently still available in the area, crossings for equestrian users should be provided. It is recommended that an additional study be completed to identify key points at which such crossings can be implemented, both across major roadways such as NM314 and NM47, and across the drainage network into the Bosque.

Figure B-1. Concerns About Bosque Access Points (Courtesy of Bosque Farms Horse Trails Committee)

Trailheads and Trails. There are a few informal trailheads in the County, but even these are inadequate for the trailers that are needed to transport horses and their attendant equipment (see "Carriage Needs"). Many residents and visitors aren't aware of the system currently in place or appropriate rules of behavior when they do use the network. A formally designated system of trails and trailheads would be a recreational asset to County residents and may also be a draw to visitors who enjoy riding in a rural or Chihuahua desert environment.

It is recommended that a feasibility study be completed that identifies a set of trailheads that would provide formal access to a designated trails system. Potential trailhead locations are noted on the Equestrian map (see Figure 10). Local arena sites could potentially be expanded to provide locations for these sites. This trailhead concept would provide designated parking areas that can accommodate multiple large trailers. Trailheads might also include water for livestock, hitching posts, mounting blocks, bathrooms, and potable water. Potential trailhead safety issues (vandalism, break-ins, etc.) could be addressed by providing trailhead/campground combinations with camper hookups. A system of designated trails could include signs explaining trail etiquette as well as information about biological and historic context. The results of this study would be prioritized based on the connection of the proposed trailheads and trails with other projects in the County, in close discussion with the equestrian community. If the study determines that using current arena sites is a viable option, provision will need to be made for memorandums of agreement with the arena organizations to assure a long-term relationship that addresses both parties' needs.

An enhancement to the trailhead concept would be to develop a trails map for Valencia County that identifies the trailheads and trail network and provides an historic perspective

(Camino Real, Tome Hill, Abo Trail, Peralta Civil War site, Bosque, Manzano's, etc.) for the areas in which people are riding or walking

It is recommended that funding be set aside to provide for a feasibility study to explore this concept in more detail, develop a conceptual plan, as appropriate, and to identify potential funding sources for implementation.

Horse Carriages. The equestrian community in the County includes people who own and drive horse drawn carriages. However, trails for this type of travel are nonexistent. A typical equestrian trail might be 6 to 8 feet in width and accommodate a somewhat sandy, soft surface. However, a horse drawn carriage requires approximately 12 feet in width and a hard-packed surface. In addition, carriage users typically must provide a larger trailer to haul their equipment, which limits the number of places they can use to park and off-load.

It is suggested that part of the equestrian trail network be designed specifically with the horse-drawn carriage community in mind. This would include providing trailheads large enough for carriage-sized trailers to park and turn around, trail widths of approximately 12 feet, and trails with firm dirt or gravel surfaces that are graded regularly. In addition, it is suggested that access to the ditch bank system be engineered with carriage users in mind (see "Access" section, above)

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APPENDIX C
Transportation Priorities for Valencia County

Project Priorities in Valencia County

The projects listed below have been identified in the Valencia County Mobility Plan. Estimated funding amounts can be found in the Financial Section of the Plan. Projects have been grouped into two time frames, 2005-2015 and 2016-2025. The projects included in the 2005-2015 time frames are considered high priority. Projects are listed alphabetically, and are not listed in priority order.

It is recommended that this priority list be reevaluated by local elected officials on an annual basis, and revised as appropriate.

2005-2015 Projects

- Access Point Retrofit Project. Provide funding to retrofit access points to equestrian facilities. This would include providing access for horse carts by either providing gate keys for carts or identifying another approach at strategic locations throughout the system. In addition, the construction of future access points should incorporate features which enhance, rather than diminish, equestrian access.
- Belen North Main, Phase IV, Aragon to NM314 (drainage and lighting)
- Belen Railrunner Pedestrian project. Pedestrian connection between Belen Railrunner platform and Becker Street
- Bicycle/pedestrian paths – East Mesa (new facilities)
- Bosque Trail project (includes equestrian facilities)
- El Cerro Mission Expansion project. Add two lanes to El Cerro Mission Road between El Cerro Loop Road and Manzano Expressway.
- I-25 Frontage Road West project. Construct a two-way frontage road on the west side of I-25 between NM6 and the north Belen interchange.
- I-25 Near Morris Road Interchange Project. Construct a new I-25 access point in the vicinity of Morris/Miller Road and connect it to a four-lane east-west river crossing which extends east to Manzano Expressway in the vicinity of South El Cerro Loop. The initial study for this East/West corridor should evaluate the potential for this ultimate alignment to lie anywhere between Miller and Morris Roads. The transportation corridor study and project development process for this corridor will identify a specific alignment, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities.
- I-25 North project. Add two additional lanes to I-25 north of NM6 to Gibson Boulevard
- I-25/NM6 (reconstruction)
- Intersection Improvement projects
    - NM6/Desert Willow (intersection improvements)
    - NM6/Emilio Lopez (intersection improvements)
    - NM6/Los Cerritos (intersection improvements)
    - NM6/Los Lentes Road (intersection improvements)
    - NM6/NM47 (intersection improvements)
    - NM6/NM263 (intersection improvements)
    - NM6/NM314 (intersection improvements)
- Manzano Expressway Expansion. Expand Manzano Expressway to four lanes between Meadowlake and South Rio del Oro Loop

- NM6 West project. Add two lanes to NM6 between I-25 and a point approximately four miles west.
- NM47, Bosque Farms to I-25 project. Add a center turn lane to NM47 between Bosque Farms and I-25.
- NM47, Peralta to Valencia project. Add a center turn lane to NM47 between Peralta Road and Valencia Road
- NM47 South Project. Add a center turn lane to NM47 between Tome Hill Road and River Road
- NM47, Wolfe Lane to Tome Hill Road Expansion, Expand NM47 to a four lane rural section, with a middle turn lane, from Wolfe Lane south to Tome Hill Road
- NM263/Meadlowlake Road Expansion. Expand NM263/Meadowlake Road to 4 lanes between NM47 and a point approximately 2 miles east of Manzano Expressway
- NM314, Main Street to north Los Lunas village limits (reconstruction)
- North Belen Interchange Expansion project. Expand the north Belen interchange to a full interchange providing access to the west
- Paving Projects
    - AT&T Roadway, NM6 to Gallo Road
    - Ben San Avenue, Sonnenburg Loop to Sonnenburg Loop
    - Bonita Vista Boulevard, North Rio del Oro Loop to Monterey Blvd
    - Claudine Drive, Garcia Road to Marble Quarry Road north
    - Conejo Road, Gallo Road to Corriente Road
    - Dalies Road, Gallo Road to NM6
    - Greer Road, Camino del Llano to North end of Greer Road
    - Harrison Road, Camino del Llano to southern end of Harrison
    - Highland Meadows subarea
    - James Street, I-25 Frontage Road to El Cielo
    - La Entrada Road, South of Romero Road to North of Romero Road
    - Monterey Boulevard, Manzano Expressway to Bonita Vista (paving
    - Monterey Park subarea
    - Sonnenburg Loop, NM304 to Storey Avenue
    - Storey Avenue, Sonnenburg Loop to Sonnenburg Loop
- Planning Studies
    - ATV Area Study. Complete a study that identifies appropriate, separate areas for ATV users, apart from those provided for bicyclists and equestrians.
    - Bicycle Route Signage Study and Implementation. Fund and complete a study of the bicycle routes identified on the proposed bicycle/pedestrian facilities map which identifies those facilities which can be safely signed as routes. Signage should be put in place as soon as possible. The remaining facilities should be brought up to route condition as soon as possible as part of upcoming roadway projects.
    - Equestrian Crossing Study. In acknowledgement of the rural character of the County, and to enhance and preserve the equestrian uses currently still available in the area, crossings for equestrian users should be provided at key locations. It is recommended that an additional study be funded and completed to identify key

points where such crossings can be placed, both across major roadways such as NM314 and NM47, and across the drainage network into the Bosque.

- I-25 Frontage Road Alignment Study. Complete an alignment study to identify the right-of-way for a two-way frontage road on the east side of I-25 between NM6 and the north Belen interchange.
- Intelligent Transportation System Study and Implementation Project. Design and implement the initial phases of an Intelligent Transportation System for Valencia County that ties into the Albuquerque area ITS network and provides County residents with information about travel conditions throughout the region.
- Long Range Roadway System Map. Develop a long range roadway system map for the County, with a horizon longer than that for the Mobility Plan. The proposed map would provide a roadway framework for developers to work with when completing the Master Plans for their community. This map would also provide local planning staff with the tools to work with developers to identify appropriate levels of contribution to meet transportation system needs. The map will address long range transportation network needs on the east and west mesa, including provision for anticipated expansion of the Belen Alexander Municipal Airport.
- Peralta/Valencia Subarea Study. Complete, and implement the findings of, a study of the area bounded by Peralta Road, Valencia Road, and La Ladera, and La Ladera south to NM263 which addresses current and future traffic volumes as well as issues such as safety and community cohesiveness. Consideration of context sensitive solutions to traffic issues should be an integral element of this work.
- Roadway Condition Data. Develop a set of roadway condition data for all the municipalities and the unincorporated county similar to that already in place for the Los Lunas. Provide funding to maintain this data on an annual basis.
- Tome/Adelino/Manzano Expressway Subarea Study. Complete a subarea study that addresses transportation needs in the area bounded by NM47 on the west, Manzano Expressway on the east, River Road on the south, and Patricio Road on the north. The study will seek to identify transportation routes that reduce traffic impacts to communities along this portion NM47, and will use context sensitive solutions to address current and project traffic volumes, as well as issues such as safety and community cohesiveness.
- Trailhead/Trail System Feasibility Study. Fund and complete a feasibility study that addresses the establishment of trailheads and a designated trails system. The study would explore the concept in more detail, develop a conceptual plan, as appropriate, and identify potential funding sources for implementation. A system of trails could include signs explaining trail etiquette as well as information about biological and historic context. The results of this study would be prioritized based on the connection of the proposed trailheads and trails with other projects in the county. Another outcome could be a trails map for Valencia County that identifies the trailheads and, trail network and provides an historic perspective (Camino Real, Tome Hill, Abo Trail, Peralta Civil War site), Bosque, Manzano's, etc.) for the areas in which people are bicycling, walking and riding.

    - Valencia/Peralta Subarea Study. Complete a subarea transportation study, and implement the findings, for the area bounded by Peralta Road, Valencia Road, and La Ladera, and of La Ladera south to NM263. The study will use context sensitive solutions to address current and projected traffic volumes as well as issues such as safety and community cohesiveness.
- Rehabilitation Projects
    - Becker Avenue Trail, Main Street to 1st Street
    - Bosque Farms subarea
    - Camino del Llano, I-25 west to Airport
    - Chughole Lane, McNew Road to NM47
    - Camino del Llano, I-25 west to Airport
    - Chughole Lane, McNew Road to NM47
    - Don Jacobo/Monica road, NM47 to NM263
    - Edeal Road, NM6 to NM47
    - El Cerro Loop, NM263 to South El Cerro Loop
    - Fire Station Road, NM263 to Otero Road
    - Gabaldon Road, NM314 to River Road
    - High Mesa Road, western end of High Mesa to Meadowlake Road
    - Jarales Road, River toad to NM346
    - Jerome Road, Monica Road to La Ladera
    - La Ladera, Peralta Boulevard to NM263
    - Los Cerritos Drive, NM47 to Fire Station Road
    - Manzano Expressway, Van Camp Boulevard to NM47/River Road
    - Manzano View, Meadowlake Road to Meadowlake Road
    - Meadowlake Road, La Ladera/El Cerro Loop to Manzano View
    - Mesa Road, I-25 Bypass to Cannon Road
    - Molina road, NM47 to La Ladera
    - Peralta Boulevard, NM47 to La Ladera
    - Tome Hill Road, Keeney Road to Sand Hill Road
    - Valencia Road, NM47 to La Ladera
    - Vegas Road, NM47 to Monica Road
- Trail Etiquette Signs. Where bicyclists and equestrians must share the space, signs should be installed reminding all users of proper trail etiquette.

2016-2025 Projects

- Belen North Main Pathways project, Phase V. Construct multi-use paths on North Main Street between NM314 and I-25.
- East Mesa Bicycle and Pedestrian paths project. Develop a network of bicycle and pedestrian facilities throughout the East Mesa.
- Gabaldon Road Extension project. Corridor Study to address potential expansion of the northern end of Gabaldon Road to four lanes and extend the road east across the river to La Entrada, and construction as determined appropriate by the study. The transportation corridor study and project development process for this corridor will identify a specific alignment, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities.

- I-25 at Isleta Pueblo Interchange project. Construct a new I-25 access point at the southern boundary of Isleta Pueblo and connect it to a four-lane road which extends east to NM314.
- I-25 Frontage Road East project. Construct a two-way frontage road on the east side of I-25 between NM6 and the north Belen interchange.
- I-25 Interchange and Middle East/West Crossing project. Corridor study to address a potential I-25 access point approximately 2 miles north of the north Belen interchange and connect it to a four-lane east/west river crossing that extends to NM47 in the vicinity of Marquez Road, and construction as determine appropriate by the study. The transportation corridor study and project development process for this corridor will identify specific alignments, address multi-modal needs, determine the number of lanes, and identify appropriate mitigation measures to reduce impacts to the surrounding communities.
- Intelligent Transportation System Implementation Project. Complete implementation of an Intelligent Transportation System for Valencia County
- Roadway Condition Data project. Continue to fund the collection of roadway condition data throughout the County